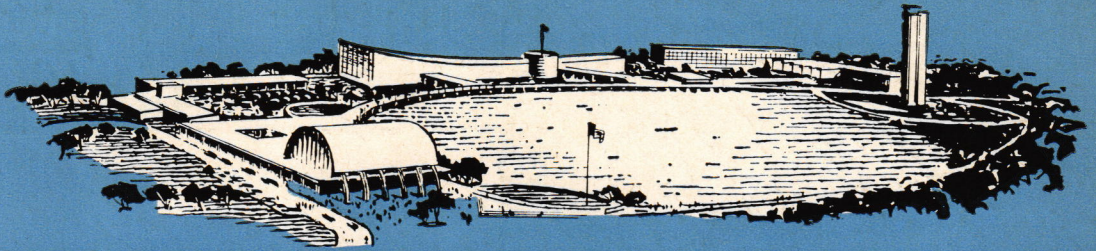


MAY 1957

THE INTERNATIONAL **Teamster** DEDICATED TO SERVICE



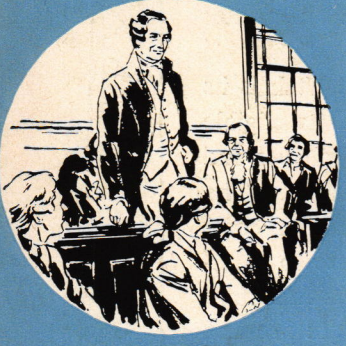
JAMESTOWN STOCKADE



CAPTAIN JOHN SMITH



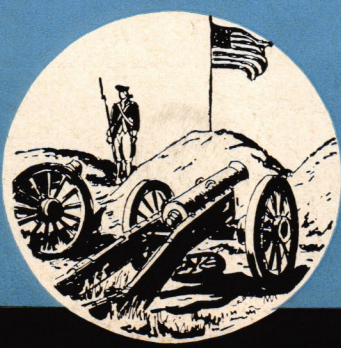
GOVERNOR'S PALACE



PATRICK HENRY



BATTLE OF YORKTOWN



THE RAMPARTS WE WATCH



1607 JAMESTOWN 1957

Nation Turns Back Clock 350 Years

In Fabulous Festival Marking

Jamestown Settlement

Teamsters Salute

UTAH

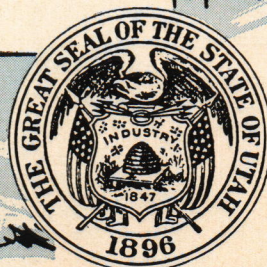
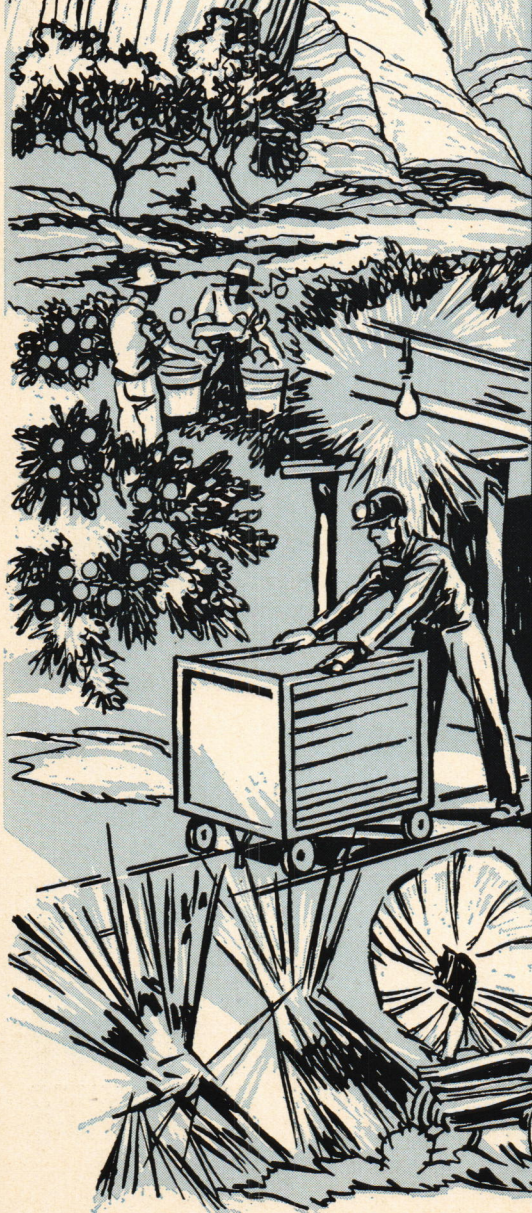
Utah, "The Beehive State," takes its nickname from a symbol of the Church of Latter-Day Saints, whose leader, Brigham Young, brought the trek of the Mormons to an end at Great Salt Lake in July, 1847. The 45th state to enter the Union, Utah's 688,862 population in 1950 made it 38th in population rank but has since been swelled considerably.

The state's scenery is beautiful and its people are industrious in their major pursuits of agriculture, industry and mining. The Great Salt Lake is second only to the Dead Sea in its density of 20 to 25 per cent. It is 4,218 feet in altitude with no known outlet. The climate is dry, stimulating and wholesome. The state claims 300 sunshine days a year. Certainly there is little precipitation and only extensive irrigation makes the plateau green with alfalfa, wheat, sugar beets, barley and potatoes. Much livestock is raised; chickens, dairy products and lambs in addition to beef.

Out of Utah's immense cache of minerals comes copper, coal, zinc, lead, gold, petroleum, sulphur, salt, uranium and semi-precious stones. Right now industry is on the march with a large steel mill being located there with a capacity of over a million and a quarter tons a year.

Perhaps the most spectacular item about Utah is its college enrollment. A full 50 per cent of its eligible young men and women are enrolled in its colleges and universities, 3.3 per cent of Utah's population. The national average? Slightly over one and a half per cent!

The International Teamster takes pleasure in saluting this state with its beehive as a symbol, "Industry" as a motto and faith in its people as a bright promise for the future.



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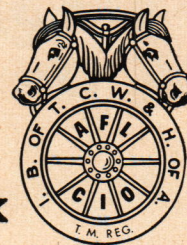
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
Teamsters, Chauffeurs, Warehousemen and Helpers of
America, 25 Louisiana Ave., N. W., Washington 1, D. C.

VOL. 54

MAY, 1957

NO. 5

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Letter from General President **DAVE BECK**

Your Board Speaks

UNDER the Constitution of the International Brotherhood of Teamsters policy for the organization is set by the International Convention acting on behalf of the entire membership. The Convention through resolution and constitutional changes establishes policy in the way of what might be called guideposts for action.

These guideposts are then used to give direction to the General Executive Board. The Board acts for the entire Union and is the voice of the Union on both administration and policy between Conventions. Our last Convention at Los Angeles, for example, laid down the general policy guides for the following five-year period.

These last five years have been unusually eventful in the trade union movement. The many rapid shifts and changes have called for strong and forthright policy declarations and actions on matters of basic importance to the membership.

It should be emphasized and re-emphasized that the welfare of the membership—the efforts to obtain improved wages, shorter hours and better working conditions—and the preservation of our autonomy are the primary concerns of the General Executive Board of the International Brotherhood of Teamsters. That policy is fundamental and must govern our thinking and action at all times. If we depart from that simple and basic premise, we will find ourselves in difficulty.

A number of events of great importance have occurred in the labor movement which have wrought substantive changes. Space is too limited to recount all that has occurred, but I do want to invite the attention of the membership to some of these events and indicate how they are related to our basic aims.

It should be pointed out again and again that it is traditional that within the framework of the American labor movement international unions are autonomous in the conduct of their own affairs. That principle of auto-

nomy is of great importance to all unions and it is a principle which the Teamsters have regarded with great care. The principle of autonomy as between the International and the Joint Council and between the Joint Council and the Local Union has been scrupulously observed.

In evaluating or analyzing the events of the past few years and of the problems now confronting us we must bear in mind the place of our basic aims: the task of obtaining better wages, hours and conditions and the protection of our autonomy.

In 1954 the American Federation of Labor instituted an agreement with the Congress of Industrial Organizations known popularly as the "No-Raiding Pact." The Teamsters' Union was not a signatory to that agreement. We said at the time the pact was being developed that the invasion of our jurisdiction prevented our taking a position which would, in effect, "freeze" some of the very trespasses to which we were objecting.

Our position on the No-Raiding Agreement was quite clear. We felt that in justice to our present membership and to the many thousands who had been organized by other unions but who rightfully belonged in the Teamsters' Union, we could not sign the agreement. We believed then, and we believe now, that we were exercising the basic right of an AFL affiliate to assert its autonomous right to take such action as an international union.

In 1955 the AFL and the CIO merged into a combined organization. Despite many misgivings, we subscribed to the important step of labor consolidation in the belief that the principle of a unified labor movement would be beneficial to our membership. We looked toward the future and the welfare of the membership of our International Union which we thought would ultimately be better served by our becoming a part of the merged federation than by remaining outside.

The Executive Council of the AFL-CIO is the top policy-making body of the merged federation. We have been represented on that body through convention election of a vice president, in accordance with the constitution adopted in New York in December 1955. The Teamster viewpoint has not always coincided with the majority position in the Executive Council, but the Teamster position has always been stressed and put forward regardless of the fact that it was at times a lone voice.

Last February the AFL-CIO Executive Council took action with which the International Brotherhood of Teamsters General Executive Board disagreed. The Council said in a declaration of policy that if a trade union official decides to invoke the Fifth Amendment for his personal protection, he has no right to continue to hold office in the union.

Our General Executive Board disagreed with that policy declaration at the time of its adoption and it disagrees now. Our Board felt that this policy might well affect the tens of thousands—perhaps as many as a hundred thou-

sand—officers and representatives of International and National unions and their subordinate bodies. Our Board felt that the policy of the Executive Council was arbitrary and jeopardized the rights of these many union representatives. As such, the declaration was a policy with which we could simply not agree.

An additional and compelling reason for the action of our Board is the fact that to agree with the position of the Executive Council would be in contradiction to our International Constitution.

Since that policy declaration of the AFL-CIO Executive Council of January 28, 1957, the Council has taken action. That action has been widely publicized and I am sure that all of our members are familiar with it. Our members may not be so familiar with the considered and reasoned answer of our General Executive Board. That story appears in the form of resolutions and letters on pages 4-6 of this issue.

In brief, the position of our General Executive Board is that the action of the AFL-CIO Executive Council is a nullity and is without authority under the constitution of the AFL-CIO.

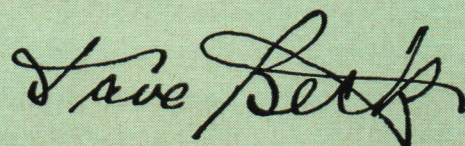
The action taken by our General Executive Board is part of our policy of taking the long view of union welfare—not only of Teamster welfare, but the welfare of the labor movement as a whole. The Board action is based on the sound principle of autonomy, a position from which it cannot retreat. If it retreats now, it must retreat at future dates when other problems come up which vitally affect the welfare and conduct of the International Brotherhood of Teamsters.

The action of our Board was searching and well-reasoned, but it may not have been popular in view of the extensive publicity given previous action of the AFL-CIO Executive Council. But the Teamster Board took a courageous step which was consistent with our respect and regard for autonomy and union independence.

The General Executive Board of the Teamsters is looking, not only at events of today, but at the implications and consequences of its action for the next year—or ten years.

We must build for the future as well as face the problems of the present—and that is exactly what we are doing in our course of action in relation to our differences with the AFL-CIO Executive Council.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

LABOR KEEPS AN EYE ON ZOOMING COSTS

After the article and chart below had been prepared, the BLS announced another boost—for the seventh successive month. The new index was 118.9 in March, a rise of .02 per cent.

ORGANIZED labor is expressing concern over the high cost of living. The overall price level rose 3.6 per cent within one year—from February, 1956 to February, 1957. This increase covered all items listed in the Consumers' Price Index used by the Bureau of Labor Statistics in making its studies. The BLS of the Department of Labor releases a monthly report on the cost of living. The rise in the cost of living of 3.6 per cent represents a rise of 4.1 points from 114.6 to 118.7 as shown in the chart on this page.

Food, which represents a major expenditure for the working man's family showed some hefty increases. Food consumed at home showed a 4.6 per cent increase with cereals and bakery products a 3.9 per cent rise. The biggest increase, however, came in meats, poultry and fish which had an increase of 8.3 per cent or 7.8 index points.

Solid fuels and fuel oil in the category grouped as "Housing" was up 7.2 per cent. Apparel costs were also up—4.9 per cent.

Costs for transportation were up markedly. Public transportation (bus, trolley, etc.) was up by 5.9 per cent while private transport costs rose even more—up by 6.4 per cent.

The experts at the Bureau of Labor Statistics in making their studies do not allocate the same value or "weight" to each of the broad categories. The class including "Food" is weighed at 28.62 per cent while "Housing" items are set at 33 per cent or one-third of the overall list.

Apparel is weighted at 9.27 per cent and transportation at 11.31 per cent.

Just as there are variations in the degree of price increases in various items so are there variations in the degree of increases by cities.

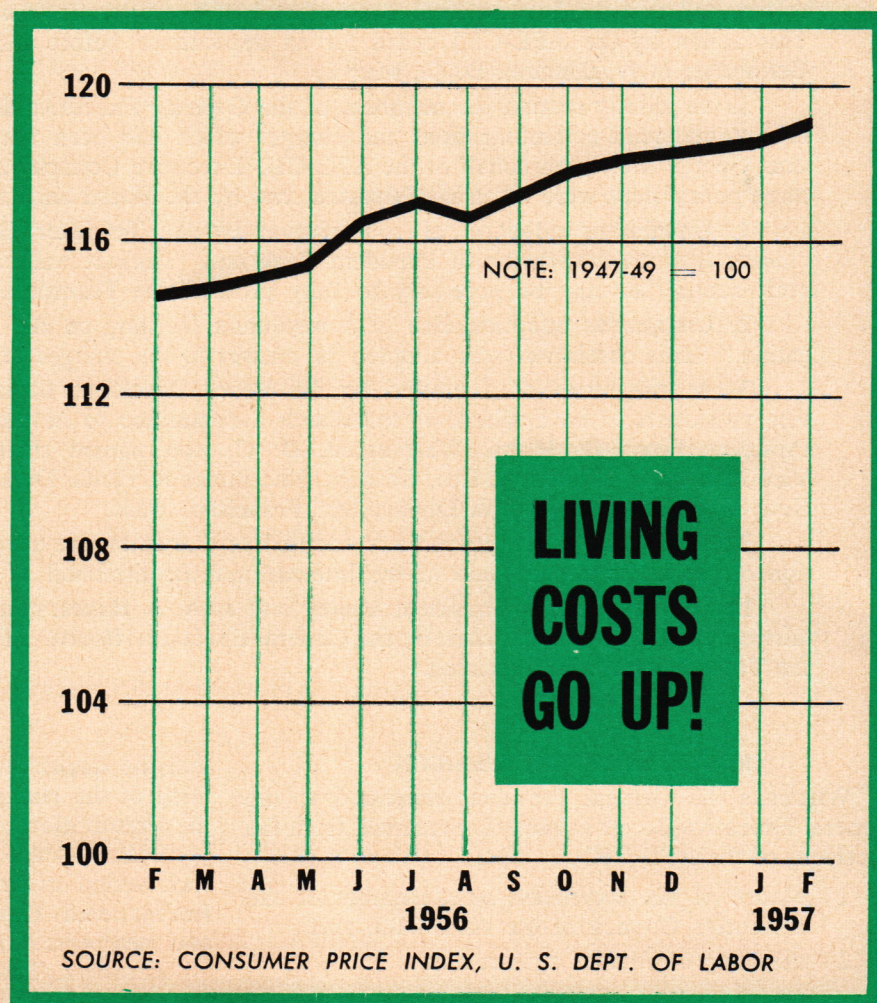
Six of the ten cities surveyed between February, 1956 and February, 1957 showed increases which were

greater than the overall average, that is a price hike of more than 3.6 per cent. Those above the overall average together with the percentage of increase shown are: Seattle, 5.2; Philadelphia, 4.4; Cleveland, 4.1; Detroit and Scranton, 4.0 each; and Los Angeles, 3.9.

Washington, D. C., was squarely on the line; it showed a rise in cost of living which was exactly equal to the national average. Cities in the ten surveyed showing less than the national average, that is a rise of less than 3.6 per cent included Chicago, 2.7; New York, 3.4 and Houston 3.3.

The Bureau of Labor Statistics also made year to year studies between January, 1956 and January, 1957 of other cities. Four of the five cities surveyed showed increases in the living costs which were greater than that of the national average. The U. S. average for this period was 3.1 per cent. The four cities showing greater increases than this figure were: Pittsburgh, 4.6; Boston, 3.8; Kansas City, 3.7 and Portland, Oreg., 3.3. Minneapolis was the only city checked of this group showing an increase less than the overall average; its increase was 2.8 per cent.

The cost of living studies made by the BLS are of basic importance to unions. These are not simply figures for academic study. They represent the outlays which families have had to make for the necessities of life. They also represent the basis for discussions between unions and employers in collective bargaining.



GENERAL EXECUTIVE BOARD VOTES

Special Session Declares Suspension Of President Beck from AFL-CIO Council Was 'Without Authority'; Committee Named to Discuss Suspension Question

STEPS toward the establishment of an "atmosphere of fair play" for discussions of differences between the International Brotherhood of Teamsters and the American Federation of Labor and Congress of Industrial Organizations were taken last month by the Teamster General Executive Board.

The General Executive Board met in special session April 16 in Galveston, Tex., to consider two actions by the AFL-CIO Executive Council taken with reference to the Teamsters and their standing in the AFL-CIO.

One resolution covered the Council's action in suspending General President Dave Beck as an AFL-CIO vice president and Council member.

The other resolution concerned the charges made by the Council that "there is reason to believe" that the International Brotherhood of Teamsters is "dominated by corrupt influences." This action by the AFL-CIO called for an appearance before the AFL-CIO Ethical Practices Committee in Washington, D. C., May 6.

In an all-day session the members of the General Executive Board met and heard detailed reports and read communications and charges which had been put forward by AFL-CIO President George Meany on behalf of the AFL-CIO Executive Council. As the result of the discussions three policy steps were taken in Galveston, two by the Board and one by President Beck.

1. Unanimous adoption of a resolution by the Teamster General Executive Board concluding that the suspension of President Beck was "without authority." The Board authorized such action "as may be necessary to fully protect" the Teamsters, its officers and members.

2. Unanimous adoption also of a resolution insisting on the "fundamentals of fair investigation." This resolution was adopted in answer to the charges of possible "corrupt influences."

3. As the result of a motion by the Board, President Beck named a committee of five vice presidents to be available to meet with a committee to be named by the AFL-CIO. Vice President Einar O. Mohn, Washington, D. C., was named chairman. Serving with him are Vice Presidents William A. Lee, Chicago, Ill.; James R. Hoffa, Detroit, Mich.; Thomas L. Hickey, New York City, and Joseph Diviny, San Francisco, Calif.

The full texts of the resolutions adopted at Galveston are reprinted in full for the information of the entire membership of the International Brotherhood of Teamsters.

Letters were sent to President Meany and to A. J. Hayes, chairman, Ethical Practices Committee, concerning actions taken by the General Executive Board. The texts of the letters sent by the Teamsters are also reprinted.

RESOLUTION ON SUSPENSION

"WHEREAS the General President submitted to the General Executive Board information received from the President of the AFL-CIO:

- (1) Notice of his suspension as a member of the Executive Council of the AFL-CIO, and,
- (2) the filing of charges against him

"WHEREAS the General Executive Board concluded

that the suspension was without authority and that the filing of the charges was contrary to the provisions of the Constitution of the AFL-CIO, and,

"WHEREAS the General Executive Board authorized such action as may be necessary to fully protect the International Brotherhood of Teamsters, its officers and members: Now therefore be it

"Resolved, That the President of the AFL-CIO be notified of the above position of the General Executive

UNANIMOUSLY FOR 'FAIR PLAY'

Board of the International Brotherhood of Teamsters."

The following motion was made, seconded and unanimously approved:

That the General President name a committee for the purpose of discussing the suspension of Executive Council member Beck, and that the General Executive Board request President Meany of the AFL-CIO, on behalf of the Executive Council, to name a committee to meet with our committee for this specific purpose.

In accordance with the directions of the Executive Board, General President Beck appointed the following committee for the purpose of discussing his suspension as a member of the Executive Council, AFL-CIO:

EINAR O. MOHN, *Chairman*

WILLIAM A. LEE,

JAMES R. HOFFA,

THOMAS L. HICKEY,

JOSEPH DIVINY.

RESOLUTION ON CHARGES AGAINST THE IBT

"WHEREAS the Executive Council of the AFL-CIO has, without hearing, made a finding that there is reason to believe that this International Union is dominated by corrupt influences; and

"WHEREAS there have been no specific charges supporting this conclusion; and

"WHEREAS an investigation to ascertain whether there is basis for the above conclusion is presently underway in connection with which a hearing is proposed for May 6, 1957; and,

"WHEREAS no provision has been made for specific written charges, the right to confront accusers, the right to cross-examine those who support the charges, the right to submit evidence in defense of the charges, or the right to adjudication by a tribunal which has not prejudged the case; and

"WHEREAS it is not within the Constitutional authority of the AFL-CIO Executive Council or any of its committees to make findings, reports, or recommendations except in strict observance of the foregoing, and no

hearing can be held on May 6, 1957, or at any other time, until such time as the foregoing fundamentals of fair adjudication are assured; and

"WHEREAS this International Union insists on the foregoing fundamentals of fair investigation, and will be prepared to appear at a hearing only at an appropriate time after such are provided: Now be it

"Resolved, That the position of the General Executive Board of the International Brotherhood of Teamsters be communicated to the President of the AFL-CIO and the Chairman of the Ethical Practices Committee of the AFL-CIO."

The following motion was made, seconded and approved unanimously:

That when any appearance is to be made before the Ethical Practices Committee of the AFL-CIO, our General Executive Board will make such appearance.

LETTER TO PRESIDENT MEANY ON SUSPENSION

April 18, 1957.

Mr. George Meany, President
American Federation of Labor and
Congress of Industrial Organizations
815 Sixteenth Street, N. W.,
Washington 6, D. C.

DEAR PRESIDENT MEANY:

Your telegram of March 29, 1957, and subsequent letter advise that the Executive Council of the AFL-CIO has suspended me as a member of that Council and filed general charges against me personally on which hearing is scheduled for May 20, 1957.

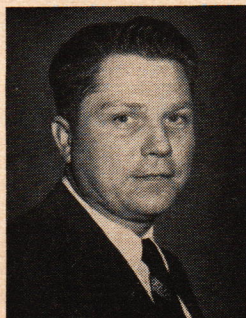
I make the following response to these communications, after consultation with the General Executive Board of my International Union.

1. The Executive Council of the AFL-CIO has no power or authority to suspend me as a member of the Executive Council. The powers of the Executive Council are, by Article VIII, Section 11, limited to the filing of charges, conduct of hearings, and recommending

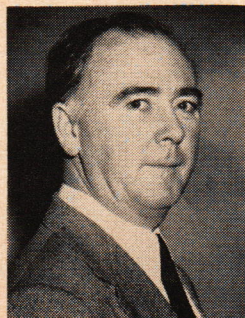
GEB Members Named to Special Committee



Einar Mohn



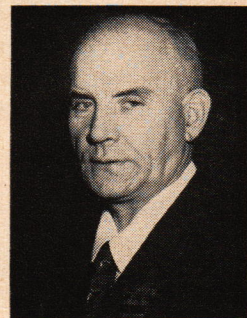
James R. Hoffa



William A. Lee



Joseph J. Diviny



Thomas L. Hickey

appropriate action to the AFL-CIO Convention. Accordingly, the purported suspension is ineffective.

2. Investigation and hearing by the Executive Council may be made only upon specific charges of malfeasance and maladministration as an officer of the AFL-CIO. The AFL-CIO constitution cannot be regarded as an ex post facto law having retroactive effect.

I will consider reply, and will advise you of my position, when and if proper specific charges are presented, stating offense under the constitution of the AFL-CIO relating to events alleged to have occurred at a time when the AFL-CIO constitution was operative.

Meanwhile, I consider myself to be a member of the AFL-CIO Executive Council, and view the purported suspension as a nullity. I shall insist that any investigation looking toward a report to the AFL-CIO Convention be conducted in strict accordance with the AFL-CIO Constitution and the rights of the International Brotherhood of Teamsters and myself.

Sincerely yours,

/s/ DAVE BECK.

**LETTER NOTIFYING AFL-CIO OF
TEAMSTER COMMITTEE**

April 18, 1957.

Mr. George Meany, President
American Federation of Labor and

Congress of Industrial Organizations,
815 Sixteenth Street, N. W.
Washington 6, D. C.

DEAR PRESIDENT MEANY:

At the direction of my General Executive Board I have appointed the following committee for the purpose of discussing my suspension as a member of the Executive Council, AFL-CIO:

EINAR O. MOHN, *Chairman*
WILLIAM A. LEE,
JAMES R. HOFFA,
THOMAS L. HICKEY,
JOSEPH DIVINY.

It is the request of my General Executive Board that on behalf of the Executive Council you name a committee to meet with these men for this specific purpose.

Sincerely yours,

/s/ DAVE BECK,

General President.

**LETTER TO MEANY ON ETHICAL
PRACTICES COMMITTEE**

April 18, 1957.

Mr. George Meany, President
American Federation of Labor and

Congress of Industrial Organizations,
815 Sixteenth Street, N. W.
Washington 6, D. C.

DEAR PRESIDENT MEANY:

We have received the letter from Albert J. Hayes, Chairman of the Ethical Practices Committee, AFL-CIO, dated April 2, 1957, advising that the AFL-CIO Executive Council found that there was reason to

believe that this union is "dominated, controlled, or substantially influenced in the conduct of its affairs by corrupt influences." The conclusion as to corrupt influences has not been supported by specific charges.

When and if the investigation of the Ethical Practices Committee proceeds to the point that it can provide us with specific written charges, the right to be confronted by our accusers, the right to cross-examine those who support the charges, the right to submit evidence on our behalf, and the right to adjudication by a tribunal which has not prejudged the case, we shall then appear at an appropriate time and place and make our answer.

This letter is being sent to you at the direction and with the approval of our General Executive Board without prejudice to our legal rights in this matter.

We await your reply.

Sincerely yours,

/s/ DAVE BECK,

General President.

LETTER TO ETHICAL PRACTICES COMMITTEE

April 18, 1957.

Mr. Albert J. Hayes, Chairman
Ethical Practices Committee, AFL-CIO
815 Sixteenth Street, N. W.
Washington 6, D. C.

DEAR MR. HAYES:

We have your letter of April 2, 1957, advising that the AFL-CIO Executive Council found there is reason to believe that this union is "dominated, controlled, or substantially influenced in the conduct of its affairs by corrupt influences." Your conclusion as to corrupt influences has not been supported by specific charges.

We note further that having already made the above finding, the Executive Council now proposes to investigate whether there is basis for such finding.

When and if your investigation proceeds to the point that you can provide us with specific written charges, the right to be confronted by our accusers, the right to cross-examine those who support the charges, the right to submit evidence on our behalf, and the right to adjudication by a tribunal which has not prejudged the case, we shall then appear at an appropriate time and place and make our answer.

This letter is being sent to you at the direction and with the approval of our General Executive Board without prejudice to our legal rights in this matter.

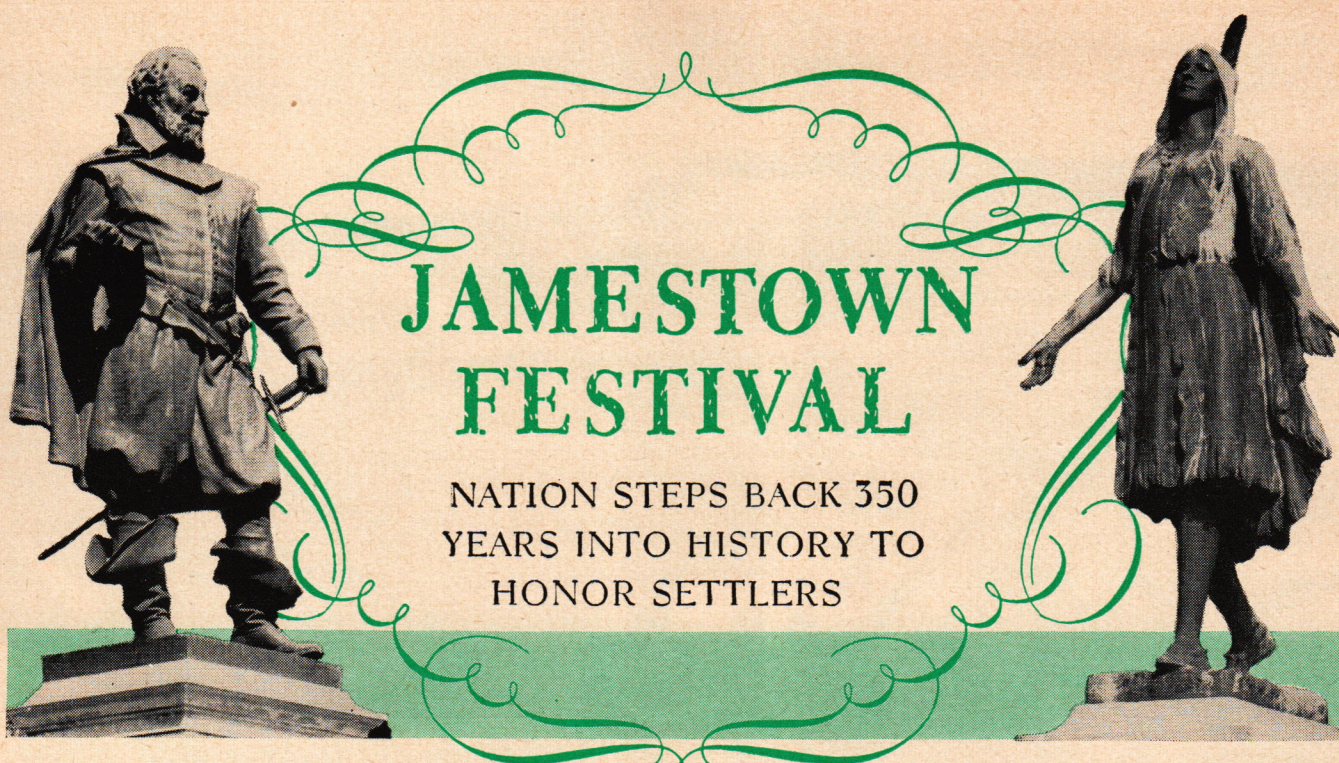
We await your reply.

Sincerely yours,

/s/ DAVE BECK,

General President.

While the General Executive Board was firm on the question of the flaunting of the Constitutional authority in the AFL-CIO, its actions at Galveston provided the means for the establishment of communication between the International Brotherhood and the AFL-CIO. It was taken—not in a spirit of defiance—but in an effort to create an atmosphere of fair play for calm discussion of the questions involved.



THREE HUNDRED fifty years ago this month—May 13, 1607—a hardy band of adventurers in three small ships landed in Virginia and found a safe haven in what was to be the first permanent English settlement in America. The tiny foothold gained for England by the settlers had a profound impact on history and determined the fact that the future of the country would be English instead of French or Spanish.

FABULOUS FESTIVAL

This event, called a “pivot of history,” is being celebrated in an eight months long fabulous festival. This celebration sponsored by the United States Government, the Commonwealth of Virginia with an assist from Great Britain began April 1 and will extend through November 30.

This month will mark key dates in the \$25,000,000 festival. May 13 is the date that the three tiny ships, the *Susan Constant*, the *Discovery* and the *Godspeed*, dropped anchor at what was to be Jamestown, named after the then ruling king of England, James I. On May 13 a specially written dramatic produc-

tion, “The Founders,” written by Pulitzer prize winner, Paul Green, will begin its seven-months stand for the hundreds of thousands of visitors to the historic area.

National and international publicity are directing attention to the festival and to this historic background marking the reasons for the extensive celebration.

The purpose is to commemorate the settlement of Jamestown in 1607. The participation includes far more than the small haven where the three voyagers landed after an arduous sea trip which had begun five months earlier.

The Jamestown Festival is a “triple feature” affair with Jamestown itself as the center and with Williamsburg and Yorktown as auxiliaries.

FORT RECREATED

Old Fort James has been recreated as it was 350 years ago. A long palisade with its cannon-mounted bastions encloses a score or more of houses and a church. These are built of hand-hewn hardwood imbedded in half timbers and wattle and daub—woven twigs or branches with clay laced with straw.

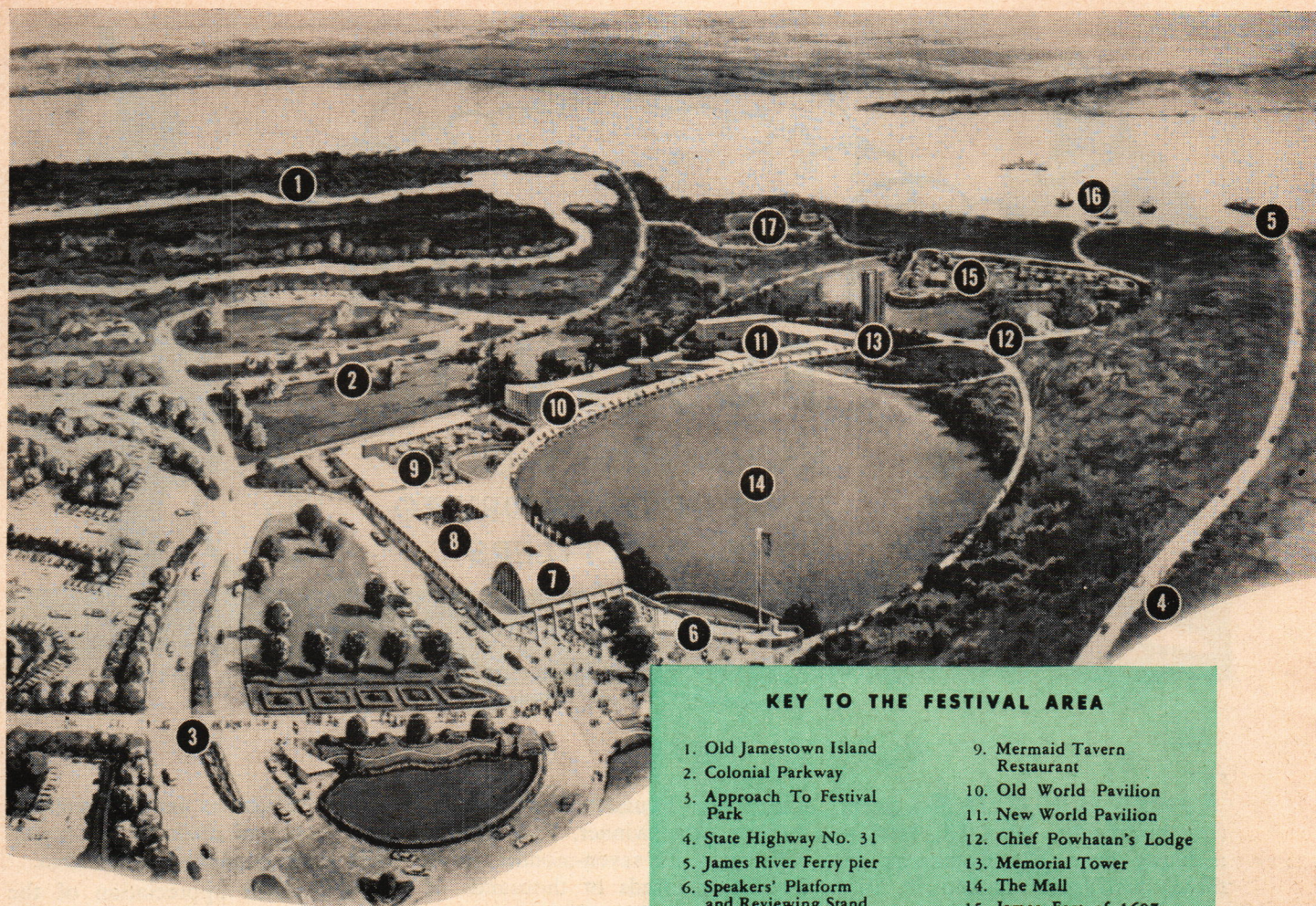
Costumed soldiers and husbandmen tend goats and chickens and plying their trade populate the fort area.

A renewed appreciation of the hardships and significance of the early settlement will be gained by the hundreds of thousands of visitors as they see the old fort and the remnants of the settlement of more than three centuries ago.

AUTHENTIC TALE

School children know from their history books the story of Pocahontas and Captain John Smith, a tale attractive as American folklore but held dubious by most historians. The more authentic tale of the leadership of Captain Smith through the hard years and of his mastery of the elements of weather and a sometimes unruly settlement is a story retold with more accuracy.

The old fort area is a short distance from the actual place where the three ships are anchored. Offshore in the James River are moored the reproductions of the 100-ton *Susan Constant*, the 40-ton *Godspeed* and the 20-ton *Discovery*. These vessels were built in authentic detail to their illustrious namesakes, even to the ancient na-



KEY TO THE FESTIVAL AREA

- | | |
|-------------------------------------------|------------------------------|
| 1. Old Jamestown Island | 9. Mermaid Tavern Restaurant |
| 2. Colonial Parkway | 10. Old World Pavilion |
| 3. Approach To Festival Park | 11. New World Pavilion |
| 4. State Highway No. 31 | 12. Chief Powhatan's Lodge |
| 5. James River Ferry pier | 13. Memorial Tower |
| 6. Speakers' Platform and Reviewing Stand | 14. The Mall |
| 7. Reception Center | 15. James Fort of 1607 |
| 8. Gift Shops and Restrooms | 16. The Three Ships |
| | 17. The Glasshouse of 1608 |

vigational instruments. Visitors may go aboard the *Susan Constant*.

Also a short distance from the fort stands a replica of America's first skilled industry—glassmaking. The old glasshouse was built in 1608. The restored glasshouse was made possible by the American glass industry and the National Park Service. Glassblowers in seventeenth century dress fashion souvenirs for visitors and show how the art was practiced in the days of Captain John Smith.

MODERN PARKWAY

In marked contrast to the old fort are the elements of the Festival Area which is approached by a modern parkway. The Reception Center, gift shops, restaurants and other facilities give the modern touch to an ancient setting. In this area are also the New and the Old World Pa-

vilions, Chief Powhatan's Lodge, the Memorial Tower and other structures.

The exhibits are free. The British Building will contain 200 priceless and heavily insured treasures brought to America through the loan of Her Majesty Queen Elizabeth II. The Virginia Building will display irreplaceable relics and artifacts of early leaders including those of Thomas Jefferson and others.

Chief Powhatan's Lodge is built of bent saplings and cattail-leaf mats and will be the scene of picturesquely dressed Indians representing descendants of the original Indians of Virginia. A "dance circle" for ceremonial rites adds to the illusion of early Indian culture.

Ten miles away on the new Colonial Parkway is the second of the famous three points of festival interest, Colonial Williamsburg. This

famous eighteenth century town was once the capital of Virginia and has been restored in authentic detail by the Rockefeller interests. This town has become America's greatest area of colonial restoration and architectural artifacts.

ATTRACTS THOUSANDS

Williamsburg is one of America's principal points of interest and attracts hundreds of thousands yearly. The stately Governor's Palace, the old print shop, the weaver's shop, apothecary shop, smithy, church, colonial legislature and other buildings are priceless restorations. The gardens at Williamsburg are among the most beautiful in America. Between 150 and 200 distinct points of interest in Williamsburg offer a wide variety of attractions to the 1957 visitor, regardless of his interest—history, architecture, horti-

culture, town planning or general Americana.

The struggle for independence is portrayed in a dramatic production, also written by Paul Green, "The Common Glory" which depicts America's struggle for independence. The relationship between Jamestown and Williamsburg are closer than the geographical ties. The capital of Virginia, once in Jamestown, was moved to Williamsburg in 1699 and remained there for generations.

The third element which is part of the Festival Celebration is Yorktown, 12 miles from Williamsburg. This old settlement is famous chiefly as the site of the final and de-

cisive battle of the American Revolution. The old town was one of America's early ports for the lower Tidewater country and had attracted English settlers as early as 1630.

In 1781 after Lord Cornwallis, the British leader, had failed to trap Lafayette in Virginia he moved on to Yorktown and began to fortify that area as a naval base. General George Washington learned of the plan and ordered the French fleet, which was helping the Revolutionists, to blockade Chesapeake Bay. After six days of bombardment Cornwallis had to surrender. This event was a great turning point in American history.

Today students of history and battle strategy can study the battlefield, the maps of the area and "re-live" the decisive battle which helped win American independence. In addition to the battlefield, other items of scenic, historic and sight-seeing interest are available. The National Park Service has a Visitor Center for tourists.

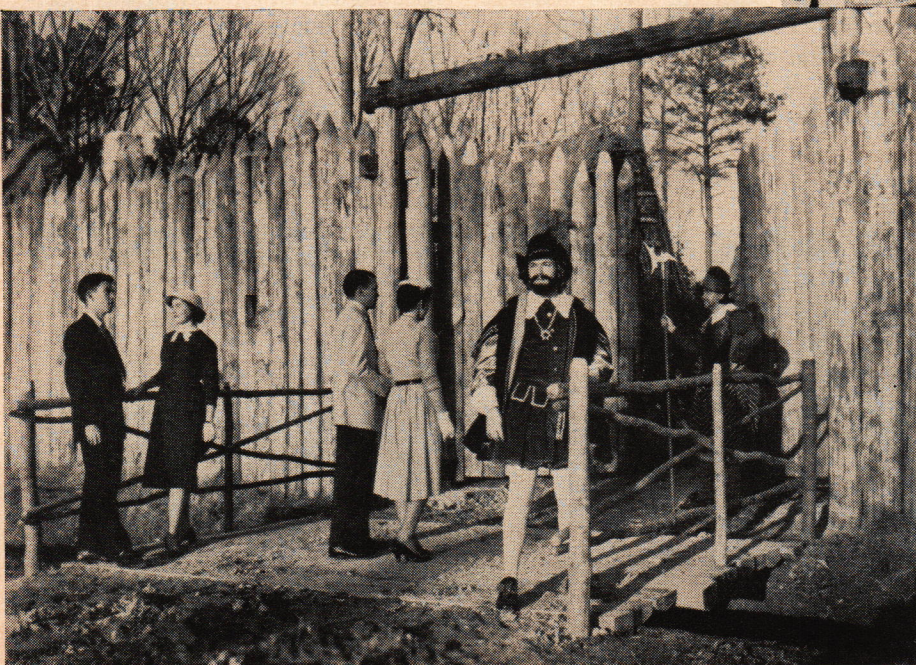
Events of interest have been scheduled at the Jamestown Festival through the closing day, November 30. By that time the festival officials expect to entertain as many as 2,500,000 visitors. From advance information, it appears that those who wish to turn back the clock and step into America's past



Left: A prime attraction at Festival is the reconstructed glasshouse of 1608. Original factory was built in the time of John Smith. Glassblowers re-enact early arts.



Above: Present-day glass workers, in colonial attire, go about job of blowing bottles just as the colonists did in 1608.



Left: A halberdier guards entrance to James Fort of 1607. Costumed personnel escort present day visitors through fort.

will be amply repaid by a visit to the Jamestown Festival.

The 1957 Jamestown Festival is not the first such celebration commemorating the first settlement.

In 1807 the College of William & Mary at Williamsburg held a five-day bicentennial program.

In 1857 a celebration was held at which President James Tyler, in the tradition of florid oratory, spoke for two and a half hours in tribute to the early settlers.

The 1907 celebration opened April 26 with President Theodore Roosevelt sailing into the nearby harbor amid a roar of a 300-gun salute. The celebration was an artistic success, but a financial flop. Some of the buildings were not completed until October. The exposition showed more than a \$2.6 million deficit—but 1907 was a year of financial panic and the festival was one of the casualties.

Visitors to the Jamestown Festival will have an opportunity of seeing the homes or birthplaces of several American Presidents. Virginia is proud of its "Mother of Presidents" designation—the Old Dominion leads Ohio 8-7 in Presidents produced.

Some of these points of interest are near the festival area; others are in the state en route to the site of the old Jamestown Settlement. Two of the Presidents were born near Jamestown—William Henry Harrison and John Tyler, ninth and tenth Presidents. Harrison was born at Berkeley and Tyler at Greenway, both in James City County.

Other Presidents from Virginia

Above: On Yorktown Battlefield are Revolutionary War cannon, on gleaming white oak rebuilt gun carriages. At Yorktown, the victory of American and French forces virtually assured the success of the Revolution.

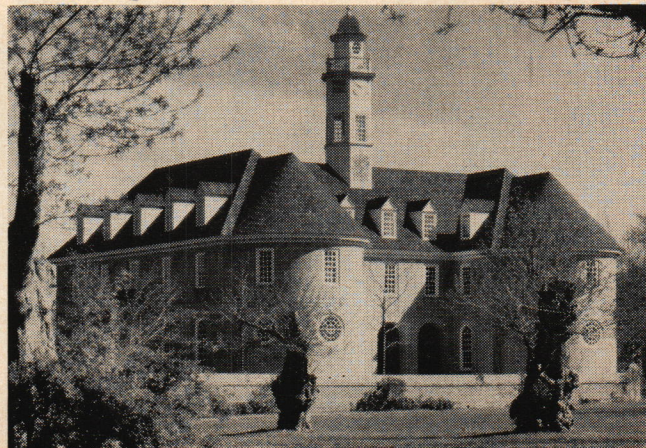
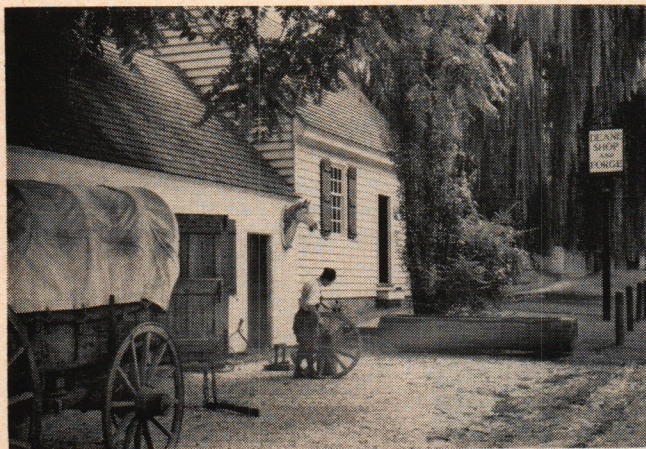
Right: This reconstructed figure of "Liberty" commemorates the victory of Yorktown. Original Victory Monument, authorized by Congress in 1781, was laid in 1881. It was damaged by lightning in summer of 1942, and rebuilding job was begun in 1949.

and their shrines or birthplaces include: George Washington and Mt. Vernon, a few miles south of Washington, D. C.; Thomas Jefferson and Monticello at Charlottesville; James Madison, born in King George County and buried in Montpelier, near Charlottesville; James Monroe, born in Westmoreland County, but buried in Richmond.

Zachary ("Old Rough and Ready") Taylor was born in Virginia and is buried in Louisville. Woodrow Wilson, born in Staunton, is buried in the National Cathedral, Washington, D. C. Taylor was elected from Louisiana, and Wilson from New Jersey; all other Virginians named to the Presidency were citizens of the state when elected.

In fabulous Williamsburg, visitors can see colonial life faithfully recreated. This is the "village smithy"—the Deane Shop and Forge.

This is a reproduction of famous Capitol of Virginia, first used by the Assembly in 1704. Queen Anne sent her portrait for the capitol.



The Ayes of Texans Favor Yarborough For Interim Term Senate Seat

"If at first you don't succeed, then try, try again." This may well be the political philosophy of newly-elected Texas Senator Ralph Yarborough.

Last month Ralph Yarborough, in the teeth of a devastating tornado that tore through most of Texas on election day, raced two other candidates to the finish line—and won.

In this election, as in his previous four unsuccessful attempts to obtain a public office, Yarborough had the complete backing of organized labor in his state. The election was for the unexpired term of Price Daniel, who left the U. S. Senate to become governor of Texas. Yarborough will serve until 1959, the expiration date of Daniel's term in the Senate.

At one time in this crucial race there were as many as 20 candidates vying for the vacant Senate seat. Chief competition, however, boiled down to two principal opponents—one a Democrat, Congressman Martin Dies, and the other a Republican, Thad Hutcheson, who had been endorsed by President Eisenhower. Had Hutcheson won, the Democratic majority in the Senate would have been split asunder—Democrats 48 and Republicans 48. This would have allowed Vice President Nixon to cast the tie-breaking vote and given the GOP control of the Senate.

The 53-year-old Yarborough brought a platform before his fellow Texans that looked like political manna to the working man. The platform called for the restoration of 90 percent parity on basic crops; a drought relief program and personal income tax reduction.

Although Texas is listed among the 18 "wreck" states, Yarborough is known to oppose this type of restrictive statute.

At a meeting of the Southern

Conference of Teamsters in Galveston, Texas, two years ago this month, Yarborough, then a Judge of Austin, Texas, told the conference delegates that he was determined to defeat the "big millions and corruption" in Texas and to abolish the states oppressive labor laws. "The right to join a labor union," Yarborough said, "will be added to the other basic rights enjoyed by the citizens of Texas."



Russell Lee Photo

SENATOR-ELECT YARBOROUGH

Born in Chandler, Texas, in 1903, Yarborough's first love has always been his native Texas soil. In 1920, he left it for the first time to attend West Point. After a go at Army life, he decided there were things more appealing and, besides, President Harding had just slashed Army appropriations and it looked like slim pickings for junior officers graduating from "the Point."

He next tried his hand at teaching but he was suddenly bitten by the wanderlust bug and decided to head for more wide open spaces

than even Texas could offer. Leaving New York harbor aboard a cattle boat, he worked his way across the Atlantic and landed in Europe. Soon the lure of Texas was too much and he returned, going to work with a threshing machine crew moving across Oklahoma and Kansas.

The following fall he went down to Austin and enrolled in the University of Texas Law School. Three years later he graduated with honors. In the process of acquiring one degree he also lost one—his bachelor's—having married his long-time sweetheart Opal Warren.

After a stint with an El Paso law firm, Yarborough became assistant to the state attorney general. While serving in this capacity, he won a \$1 million judgment for the University of Texas—the second largest ever received by that State.

In 1936, Yarborough was appointed judge of the 53rd District Court. After serving five years he decided to throw his hat into the political ring and run in his first statewide race—attorney general. This gesture proved to be the first of his unsuccessful attempts for public office.

In 1941 along came the war. Ralph bid his wife and young son goodbye and joined forces with the millions of other American citizens engaged in the death struggle against the eastern and western enemies of democracy.

He was commissioned a captain and put behind a desk in the Pentagon, but he requested combat service and was transferred to the 97th Division. It was in this outfit that Yarborough landed in France and went all the way to Czechoslovakia, where it met up with the Russians. After V-E Day, his unit was being redeployed and readied for the Pacific when the Japanese surrendered.

Back once again in Texas, Yarborough wasted no time getting into the political swing of things. He took a long look at the political situation in the Lone Star state and decided that he couldn't do enough as Attorney General, so he'd run for Governor. Realizing that he was up against a powerful political

(Continued on page 22)

EDITORIALS

Victory in Connecticut

Now and then labor gets a bit of good news to leaven some of the unfavorable publicity which seems to be coming its way these days. Such a bright note turned up in Connecticut recently when the committee of the House of Representatives of the state legislature decisively turned down a so-called "right-to-work" bill.

After a five-hour hearing an informal vote showed a 20-1 margin against any such measure. Trade unions in the state turned out strongly against the bill which had been urged on the legislature by the Chamber of Commerce and National Association of Manufacturers.

Labor has a fight in many legislatures in its effort to forestall action on right-to-work statutes. The news from Connecticut is welcome, indeed.

A Break for Consumers

The consumer, the poultry consumer, that is, may be getting a break, if a bill now in Congress is passed. The latest information is that such a bill is nearing enactment.

For more than three years the Amalgamated Meat Cutters & Butcher Workmen have been waging a fight in Congress for Federal inspection of poultry. The campaign of the Butcher Workmen carried on through union journals and aided by other publications has shown the need for poultry inspection. Some of the facts and figures brought out in the campaign have not been pleasant and perhaps the members of Congress may at least be taking note of some of these dangers to the consumer.

The officers of the Butcher Workmen are to be congratulated on their efforts and we can agree with them when they say, "The consumer will be assured of clean and wholesome poultry. The poultry worker will be spared most of the industrial hazards which now give the poultry processing industry the third highest rank in industrial injuries. And the processor and the farmer will benefit from a rapidly increasing market."

Suppressing Trade Unions

Trade unions in the United States and the rest of the Free World should pay special attention to a bill of particulars directed at the Hungarian puppet government by the International Confederation of Free Trade Unions.

A five-point indictment indicates the steps taken by the puppet government to minimize the power and effectiveness of united efforts by the workers.

Last October 31 a provisional executive committee of the National Confederation of Hungarian Free Trade Unions was set up. This committee had aimed to re-establish freedom of association and the independence of the trade union movement and to withdraw from the Communist-controlled World Federation of Free Trade Unions.

The key to pro-Soviet Hungarian thinking is told in the statement by Janos Kadar, head of the puppet government, when he says that "... it is inconceivable that the trade unions should be independent of the Party" which in Hungary means the government.

Other points in the indictment are levelled against the dissolution of the Workers' Councils set up during the revolution, at the anti-strike decree of January 12 and the introduction of trial by court martial of strikers following mass arrests. Death sentences have been imposed on workers by the puppet regime.

A "factory militia" has been set up to "defend the regime" among the workers. All the Kadar government edicts are aimed at suppressing the power and effectiveness of the workers and their unions. The Free World should take note of the suppression and work through whatever official or unofficial avenues which are open in order to bring justice to the working people of beleaguered Hungary.

Air Safety and Control

The Civil Aeronautics Administration recently announced plans for a somewhat drastic step which is a dramatic indication of the progress we are making in aviation in terms of using up our airspace.

The CAA said that within two or three months it would begin controlling all airspace above 24,000 feet. Heretofore, the CAA has controlled traffic only along the 90,000 miles of officially designated airways or in control zones of airports with control towers.

This step by the CAA is a part of a three-stage affair which will accomplish positive separation of all aircraft at high altitudes. By January, 1958 the controlled area of airspace will be lowered to 15,000 feet.

These figures may not seem to make much sense to the average traveler, but the fact is that some steps must be taken to control and make more orderly our use of the available airspace, which, surprisingly, is not at all limitless to aviation utilization.

The CAA is working on a simplified airways route structure with 12 transcontinental routes "arcing across the U. S. like a striped football." At the present time the CAA says that it has counted 2,500 route variations in transcontinental flights by the pilots of one airline alone. The agency calls the present system a "crazyquilt pattern."

There is much at stake in the CAA plans. We are making rapid progress in the use of the airplane and that progress can be continued only if it is made both orderly and safe. As motors are bigger and more high-powered and as the jet plane comes into use, the Government's responsible agencies must be ready. The plans for control of the airspace and a reform in routes appear to be useful steps toward the goals of safety and proper utilization of the airspace. This epochal step indicates the great progress we are making both in speed and use of aviation.

How Much Construction?

How much construction will we have in 1957?

Builders, Government officials and economists are expressing concern over the construction curve as it begins to indicate the trend for building in 1957.

We have two reports from the Government which appear to indicate somewhat diverse trends. The report of general construction activity for the first quarter of the year was, in the words of the official release, "a new high for the month" and "closing out the most active first quarter on record." On the other hand, housing starts were reported as faltering and reaching an alarmingly low point, just at a time when construction should be showing some signs of accelerated activity as the weather begins to get more favorable for building work.

The Government reports that construction for the first quarter shows a 4-per cent increase and that at the rate it appears to be going we will have a \$44.8 billion year, another new record. We are definitely disturbed, however, by the housing picture and we apparently are not alone. A first class difference of opinion seems to have broken out between the U. S. Savings & Loan League and the National Association of Home Builders.

The hassle is over so-called "tight" money. The League says there is plenty and that there is no mortgage crisis. The Home Builders say that the "ample" supplies of money are available only if the buyer has a 30 to 40 per cent down payment and that he must also be prepared to put out a hefty chunk for the privilege of getting a GI loan.

Something is wrong with housing. We need more housing. We need an easing of money. Perhaps the Senate Finance Committee will have something to say about this. At any rate we are going to have to see something done about housing lest further dips or failures to climb should imperil the entire construction and employment picture.

Safety Drinks

One aspect of a possible civil defense emergency may be found in the real danger of contaminated water. If public water supplies are made unfit for use, everyone will be in serious danger. What is the answer?

Occasionally we find peacetime emergencies arising which give some sort of indication as to what can or should be done in the event of disaster.

During a flood emergency in the East recently Teamsters were able to help out when water supply sources were put out of commission. Drivers cooperated with dairy companies in delivery of packaged water in milk containers. The dairies in an uncontaminated area merely switched their machines from milk to water and were able to supply packaged water quickly.

We may have occasions also when we may have to find communities going beyond bottling machinery at dairies. Teamsters would be called in, not only from dairy routes, but from other routes—beer, soft drink and beverage service. The use of bottled goods facilities would be commandeered by civil defense authorities for the community welfare. Teamsters, it need hardly be said, would be among the first and most resourceful to suggest ways and means of helping to meet such a critical emergency should one arise.

Dangerous Pills

Some progress is apparently being made against the use of the "stay awake" pills or "goof balls," according to the Federal Food & Drug Administration.

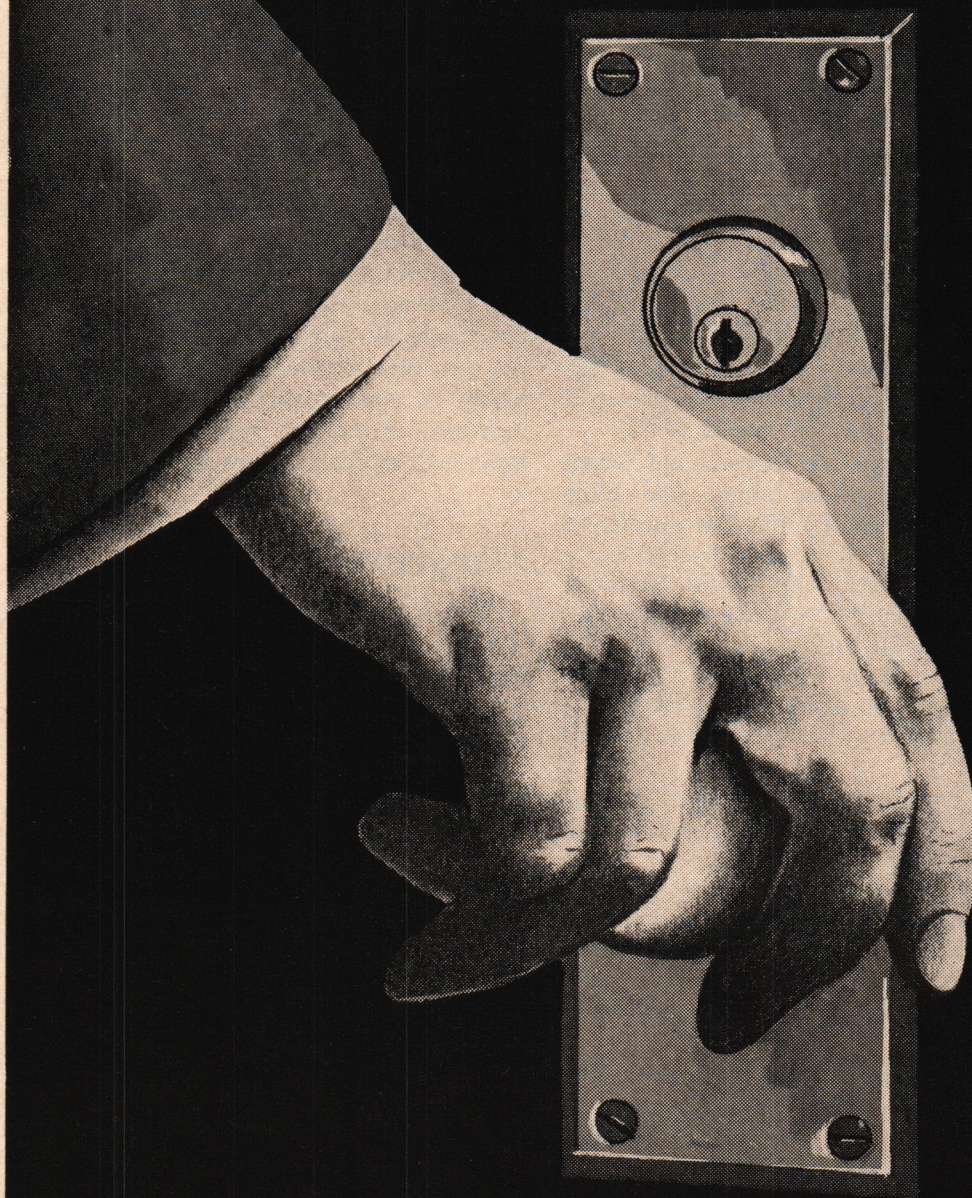
Efforts have been made to shut off illegal sales of amphetamine pills and these have been accompanied in some areas with prosecution.

One of the more encouraging aspects of the campaign, however, is the fact that many truck drivers have quit taking the pills after being warned of the dangers of their use. Both fleet owners and the union have cooperated in the safety efforts designed to warn against the harmful effects of the "goof balls."

One side issue in this business of campaigning against stay awake pills may have been overlooked by many of the public authorities. If the operating hours of the drivers are not made excessive or if fleet owners do not press their men into exhausting overtime, much of the need for the pills vanish. On the other hand, if the drivers themselves do not try to push their own physical resources beyond the reasonable limits and if they get proper rest when rest periods are given, much of the need for these drugs evaporates.

It is encouraging to note that the drivers are cooperating and it is also noteworthy that working at reasonable hours under decent conditions is one way of avoiding the need of drugs. These pills endanger not only the driver himself, but can also prove perilous to others on the highway.

Open the door



This advertisement is one of a series sponsored by the group listed at right of Teamster local unions in Connecticut. The series was designed to inform the public on the background and purposes of the International Brotherhood of Teamsters. The series was prepared by Larry Levine, advertising consultant, Brooklyn, N. Y.

to a better way of life

No golden key needed here . . . no magic wand or 'open sesame' phrase . . . no oiling of the hinges . . . in fact, this door is not even locked. It needs just a turn of the knob and a slight tug. That is, of course, for those who are interested in a better way of life . . . those who are interested in obtaining working values and benefits such as job security; increased wages; regulated working hours; vacations up to four weeks; up to eleven paid holidays; paid life insurance; retirement benefits; health and welfare coverage for you and your family; up to \$50 a week for up to 26 weeks for disability; accumulative sick leave up to 30 days; three days off for death in the family and jury duty

pay. *All* these benefits are completely paid for by the employer.

If you're interested in these benefits, and many others . . . then turn the knob! Your right to bargain collectively is an inherent one, fully protected by both federal and state law . . . but as with any right it must be exercised to obtain any of its advantages. But only you can take the first step. Call or write any of the numbers listed below. Learn first hand how the largest of all unions is continually going forward . . . striving to achieve for all its members a constantly rising standard of living . . . and a better way of life. Remember, opening the door is no great feat. Why not 'open the door' today!

it's
as
easy
as..

a

All you need do is call or write any of the numbers listed below.

b

Best of all we're at your service anytime . . . anywhere . . . your home or our office.

c

CONFIDENTIAL . . . All requests for information will be held in the strictest confidence.



International Brotherhood of Teamsters

JOSEPH P. CLEARY
Local 145
782 Fairfield Avenue
Bridgeport, Conn.
EDison 3-5103

FRED J. ROBERTO
Local 191
784 Fairfield Avenue
Bridgeport, Conn.
FOrest 6-3640

JAMES J. SIMONELLI
Local 1040
784 Fairfield Avenue
Bridgeport, Conn.
FOrest 6-4784

TIMOTHY M. COLLINS
Local 677
1871 Baldwin Street
Waterbury, Conn.
PLaza 3-3121

IN STAMFORD
Locals
145, 191, 677, 1040
109 Atlantic Street
Stamford, Conn.
DAvis 4-7685



METTLER'S WOODS

*Unusual Memorial to Union
Pioneer Is 10,000 Years Old—and
Will Still Brighten Countryside
10,000 Years from Now!*

WITHIN 50 miles of the nation's largest city, a few miles off the most used section of railroad track in the U. S. and a few miles from the busy New Jersey Turnpike is one of the country's most unusual memorials—a memorial in the form of a patch of virgin forest, just as it was 10,000 years ago.

What makes this patch of land doubly unusual is the fact that it is a memorial to a labor leader—a marked contrast to memorials in bronze or marble. This patch of land is known as the "William L. Hutcheson Memorial Forest" as a tribute to the late president of the Carpenters.

FOREST LABORATORY

While highspeed trains and trucks race along between New York City and Philadelphia with their cargoes of modern freight, the slow processes of natural evolution go on undisturbed in this forest laboratory now under the jurisdiction of Rutgers University.

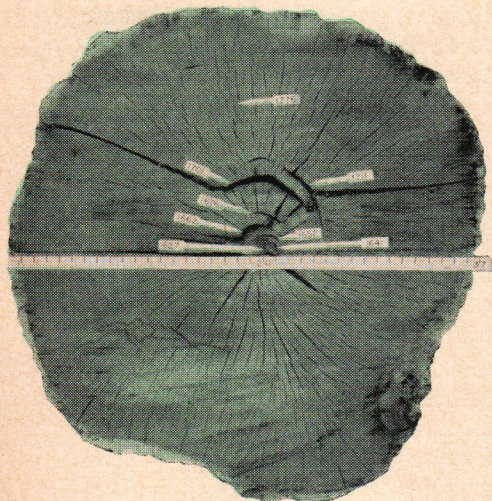
How is it that so primitive an area has remained untouched and unspoiled in one of America's busiest and most populous sections?

More than 200 years ago, in 1701 to be exact, this tiny bit of primitive America came into the possession of the Mettler family. This family kept the patch of forest intact—they refused to cut or exploit or permit its exploitation by lumbermen.

Mettler's Woods near New Brunswick, N. J., a memorial to William L. Hutcheson, former president of Carpenters' Union, serves as laboratory in which Rutgers University studies natural forest conditions.

This plot of land remained in the Mettler family through generation after generation and each of the Mettlers tenaciously held fast to a policy of protection. This plot of land thus remained unspoiled through the period of Colonial settlement, through the American Revolution, down through the expansion of the nation, through the period of the Mexican, Civil, Spanish-American and two World Wars. This patch, known as "Mettler's Woods," remained undisturbed through the march of history—the passing of the Redman, the coming of the industrial age, the motor car and the airplane.

In 1950 a severe tornado struck Mettler's Woods and cut a wide



Cross-section of tree shows rings which date it back to 1627. Tree was toppled by wind; none are cut in the forest.

swath through the area. The owners hired some lumbermen to clear the debris. Shortly thereafter lumber interests made a flat offer of \$85,000 for the area. This was a good price, but when it was revealed generally, that the famous woodland plot was up for sale, other forces moved into the picture.

COMMITTEE FORMED

An organization known as the Citizens' Scientific & Historical Committee for the Protection of Mettler's Woods was formed at New Brunswick, N. J., location of Rutgers University, a New Jersey state institution. Conservationists, botanists, historians, nature lovers and others helped and money came in, but not enough. The family

which had set a sale tag of \$85,000 to the lumber company was willing to accept \$75,000 to see it kept in its primitive state.

As time was running out another event was happening, apparently quite unconnected with the fate of Mettler's Woods. The United Brotherhood of Carpenters & Joiners of America was looking for a way to honor its distinguished general president, William L. Hutcheson, who had served for 36 years in the top office of the union. An international convention of the union authorized the organization's executive board to provide a "suitable memorial."

The search for this suitable memorial ended when the board heard about Mettler's Woods and the efforts of the Citizens' Committee. Mr. Hutcheson had been a lover of the forests and fields and his own union had a close association with the woodlands. The board purchased in the name of the union Mettler's Woods and on October 15, 1955 the name was officially changed to the "William L. Hutcheson Memorial Forest." Mr. Hutcheson died in 1953.

Rutgers University has the tract in trust as an outdoor laboratory. The funds raised by the committee were used to buy adjoining land to enlarge the laboratory plot. Now some 136 acres in all have been integrated into the Rutgers University Forest Ecological Project.

More than 8,000 trees of over four inches in diameter at breast height exist in the forest, according to a survey made this year. Cross-section studies of fallen trees are used to determine age and trees have been found that go back as far as 1627. The oldest tree in the forest, still standing, is estimated at 400 years of age—it was almost a hundred years old when the Pilgrims landed.

STUDIES MADE

Rutgers has studies under way on what happens to trees, shrubs and growth if left undisturbed in a natural state. Some of the studies include measurements of the diameter of the rate of growth of large trees by use of a dendrometer which can measure diameter growth to within thousandths of an inch. A

(Continued on page 26)

A botanist from Rutgers records temperatures in the 65-acre tract of virgin forest; about the last such left in the U. S.



*Senate Committee's 'Rehashing'
Of Old Cases Distorts Picture of Labor
Relations, Say Industrial Leaders*

HARD-WORKING SCRANTON FEELS LIKE A SCAPEGOAT

EVIDENCE that the Senate Select Committee on improper labor-management relations is going to extremes in an attempt to give labor a "black eye" is beginning to appear on many fronts.

The most recent display came during the appearance before the committee of about a dozen witnesses from Scranton, Pa. When they finished talking before the Senators—and, incidentally, to the nation through the jammed-packed room of reporters for newspapers, radio and television stations—responsible people began to wonder just how much good had been accomplished by the performance.

CIVIC GROUPS DISTURBED

Civic groups along with business and industrial leaders in Scranton were greatly disturbed by this revival of incidents that were "old hat" to them and the national airing of what they termed "isolated cases" of irresponsible behavior. They immediately launched an intensive campaign to right the wrong they felt had been imposed upon the community of Scranton and her people.

The sum and substance of testimony given to the Senatorial committee, in the opinion of the *Scranton Times*, amounted to little more than a "rehash of what Northeastern Pennsylvanians knew months ago." In his account of evidence presented to the committee, Joseph A. Loftus, an experienced writer on labor matters, stated in *The New York Times*: "All but one of the incidents, which seemed to pop out unex-

pectedly in testimony, are well-known in Scranton. (Mr. Loftus is a native of Scranton and has been a close observer of the labor and economic conditions in that city for more than 30 years.) Five convictions have been found there in connection with the dynamiting of an unfinished house and three extortion indictments have been returned."

Regrets that the Senators had selected what he termed "an isolated case" to be presented to the nation as symbolic of Scranton's labor situation were expressed by Joseph L. Carrigg (R) of Pennsylvania, who represents the Northeastern Pennsylvania area in Congress and is a member of the House Interstate and Foreign Commerce Committee.

Back in Scranton, which has made rapid strides in rehabilitation since the collapse of its anthracite economy after World War II, civic, business and industrial leaders were indignant over the turn of events.

In telling about campaigns sparked by the Scranton Chamber of Commerce and the Northeast Pennsylvania Industrial Development Commission to offset what it termed "unfavorable and negative national publicity," the *Scranton Times* stated:

"Direct evidence that the labor situation here is not being shown in its true light at the Washington hearings came today from a number of different sources, including representatives of management of national firms which have located plants in this area.

"Philip Cannon, manager of the

Federal Pacific Electric Co. plant in Keyser Valley—a unit in that firm's chain of plants—had this to say today about the area working force:

"In my industrial experience I have never seen a plant that could boast as high a level of quality among the people in its working force as we have here. These people are simply great. Our Labor relations are very harmonious and we have no problems of the sort now being revealed in Washington."

R. James Trane, vice president of The Trane Company whose eastern division is located in Scranton, was quoted by the *Times* as saying:

"The Trane Company always has been very much satisfied with Scranton—both as an industrial location and as a labor area. Our relations with labor have always been most cordial. We're here to stay because we have never been given cause to regret our location."

'OUT-OF-FOCUS' PICTURE

Ever-present in the actions and comments of the disturbed Scranton populace was the thought that actions of only a few people were being presented nationally in a way which was out of focus with the true picture of labor and economic conditions in Northeastern Pennsylvania.

"The real picture of Scranton is not painted by the actions of a few persons in the community—highlighted in a single spectacular hearing," said a letter signed by Chamber of Commerce President John O'Connell which was mailed to regional radio and television stations.

"The true Scranton story has been written by all of our people, working over a period of 12 years, to rebuild the area's economy and overcome the effects of the decline which struck here at the end of World War II.

"Your responsible position has, I know, led you to regret that Scranton and its surrounding areas has been exposed to this unsavory type of publicity. Yet, I believe . . . we can make it plain to all parties that Scranton is not what the current hearings might make it seem to be."

The *Times*, itself, made this observation:

(Continued on page 24)

TEAMSTER PUBLIC RELATIONS PROGRAM WILL HELP INFORM MEMBERS AND PUBLIC

WITH this issue of THE TEAMSTER, we are happy to announce to the membership the start of a public relations program to make available to the press, radio and television news about the activities and objectives of our unions.

The program is being carried out by Allied Industrial Research Consultants, Inc., headed by David B. Charnay, under the direction of officials at the Teamsters' Washington headquarters.

BUREAU SET UP

As a result, a Teamsters News Bureau has been established on the second floor of the headquarters building and presently is handling dozens of daily requests for information concerning union developments at the national, regional and local levels. Writing and filing facilities for newsmen covering the nation's capital have been made available. News tickers carrying the daily leased wire reports of the Associated Press and the United Press

have been installed in the news room for the information of the newsmen as well as Headquarters officials and News Bureau personnel.

Working with Teamster officials in general supervision of the program are Mr. Charnay and Harry Guinivan, vice president of Allied in charge of the firm's Washington office.

Tony S. Smith, former Washington and Pennsylvania newspaperman, is in charge of the News Bureau and directs the channeling of formal announcements, the filling of individual newspaper requests and provides liaison between the newsmen and union officials. His assistants include William Flythe, veteran Washington newsmen and public relations expert, and William Kelly, former news editor of the International News Service.

EDITS MAGAZINE

Mr. Smith also is the working editor of THE TEAMSTER magazine. Flythe and Kelly are associate editors.

The public relations program, one of the most important of its kind ever undertaken by a major union, was announced April 12 by Mr. Charnay, chairman of the Board of the Allied firm, and Einar Mohn, administrative vice president of the Teamsters, at a press conference in Washington attended by an overflow crowd of newspaper, radio and television representatives. Three days later, the News Bureau was open and functioning and a Teamster public relations man was en route to Galveston, Tex., to handle announcement of actions taken there by the General Executive Board at its meeting on April 17.

In response to questions, Mohn and Charnay emphasized that "a



Tony S. Smith checks some copy before issuance by the news bureau established at Headquarters last month. Smith is manager.



Wm. Flythe (seated) is reviewing press release with Gerard Treanor, Teamster attorney, in the press room of the news bureau.

Note from the Editor

The purpose of the newly-opened Teamster News Bureau, located in Room 209 of the Teamster headquarters building in Washington, D. C., will be to supply factual and objective information about union activities to duly authorized representatives of press, radio and television organizations. All pertinent questions relating to such activities will be answered promptly.

TONY S. SMITH,
Bureau Manager.



William J. Kelley, former International News Service news editor, prepares a story for release. He is a bureau staff writer.

job has to be done to make the public aware of the rights and interests of 1,000,000 members of the union and to see that the conditions they have gained for themselves over the years are not weakened."

Mr. Mohn pointed out that the purpose of the program is to give newsmen stories, when they occur, about Teamster unions and their activities, not only in Washington but throughout the area embraced by the International Brotherhood. He said to do this properly headquarters officials must have the cooperation of the local unions. The latter, he added, must make a practice of informing Washington promptly of developments and activities in their area which may be of legitimate news interest.

"I know that there is news developed by our unions on a daily basis," Mr. Mohn declared. "Much of it flows across my desk and the desks of my associates. It may not always be big news but it generally is of importance to particular parts of the country.

"We want to make this news available to the newsmen through the services of our News Bureau. For example, it may be of interest when a strike is sanctioned or a strike is settled, when a contract is signed or when a State Conference or a Joint Council takes action in some area.

"Such information we expect will

be made available to us by our local unions throughout the country so that we, in turn, may keep the public informed."

The Allied firm has a distinguished record of effectiveness and service in the field of union public relations, an area where it is considered unique among American PR

organizations. It was recalled that Allied established a public relations program and news operation for the United Mine Workers of America back in 1948 when the officials of that union felt the need for an efficient and trustworthy set of communication lines between their membership and the public.

A Teamster Profile

The Ayes of Texas Favor Yarborough For Interim Term Senate Seat

(Continued from page 13)

machine manipulated by Allan Shivers, Yarborough nonetheless pitched in and fought a grass-roots, tough-minded fight and won 488,345 friends on election day. Not enough to win the fight but a precious following that would prove the margin of victory in a later political battle. The ball had started rolling.

In 1956 Yarborough came back again. This time he scored higher than ever, with an impressive 683,132 votes against a formidable Allan Shivers.

In 1956 the machine knew they had a fight on their hands. In the interim, Governor Shivers and his administration had moved through the intervening two years and left in their wake the gigantic Veterans Land Board scandal and the Valley land deal which had rocked Texas politics. Shivers was shivering. The machine was frantic, but they still had an ace in the hole. Party bigwigs immediately sent out an SOS to Washington and Senator Price Daniel. Soon after that Daniel resigned his Senate post in Washington and returned to his native state ostensibly to "just live in Texas and rear my children in Texas." But when hat tossing time rolled around, Price Daniel's chapeau was one of the first to cast its shadow in the ring. And Yarborough's was there too.

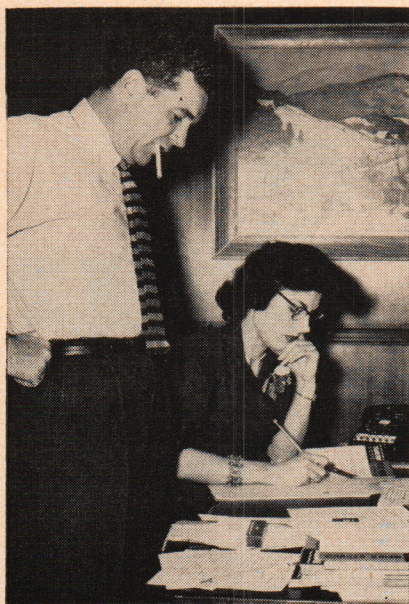
After the votes were cast, counted and certified Price Daniel emerged victorious by a scant 3,100 votes. Ralph Yarborough had

added countless new friends although having fought his fourth unsuccessful political campaign. Now the stage was set for the crucial election to name a successor for Daniel's vacant seat in the U. S. Senate.

Republicans from the beginning knew they had a tough candidate to buck in Yarborough and, if they were going to gain the Senate and subsequent control in Congress, they must devise a way to overcome this man's popularity. In the ensuing campaign they believed they had found a successful formula when nearly 20 candidates entered the race. Now the GOP had high hopes that with the race so split up their candidate, Thad Hutcheson, would win.

But the voters had other ideas. The final count showed approximately 38 percent of the votes for Yarborough; 30 percent for Dies, and 23 percent for Hutcheson. All other contestants — including several who had been entered to split off votes from Yarborough — got an aggregate of less than 10 percent of the ballots.

Ralph Yarborough's election to the Senate simply means that organized labor will have one man sitting in a high place on whom it can depend for support and a sympathetic hearing on matters of import to the "little man." Ralph Yarborough had said his election would be a symbol of victory for the "little man."



Bernardine Slivinsky makes some corrections in copy under the supervision of Wm. Flythe, Teamster news bureau staff writer.

ATA

A black and white photograph showing a man in a dark suit and tie, seen from the side, looking out of a window. Outside the window, a white Ford Transit van is parked on a street. The van has 'FORD' and 'TRANSIT' visible on its side. The scene is brightly lit, suggesting daytime.

Advertisement 1 17

23

All the World Envy?" sets a forward-looking keynote.

The answer to the question posed is given in brief, but telling copy:

"Strangely enough—trucks! Big reason the U. S. has the greatest transportation system in the world is that we have developed motor carrier service to a level far beyond that of anyone else.

"Truck transport has changed our way of living. Trucks and roads penetrate every community to reach farms, mills and factories linking all phases of the U. S. economy . . . uniting cities, towns and cross-roads . . . meeting the needs of business, agriculture, and the home. To build these roads to everywhere, trucks contribute billions of dollars annually. So—

"Go off your road map, if you like to the one-room store on a backwoods road and you'll find a truck went ahead to put the same hair curlers, magazines, antibiotics, foods—our whole cornucopia of luxury—there, as on Main Street or Broadway. No place too small for truck line service."

The role of the modern motor transport is dramatized through a series of interesting news type photographs. One page is devoted to food and family needs—household moving by truck, fast freight hauling of freshly killed meats, door-to-door delivery of milk and out of season foods brought to the great supermarkets.

Another spread of photos has the challenging headline: In the next 24 hours . . . Look Around You . . . Do you see anything that *didn't* come by truck?" Photos of home, factory, street, stores, offices and farms underscore the question.

A look into the future is suggested in the page under the heading "Preparing for Tomorrow." "Here are shown the truck's role in hauling metals, steel and other metals from factory to consumer; how trucks help in the great roadbuilding program, in America's booming construction work and in the oil fields.

A final note on the great mobility of American life and what it owes to trucking concludes the interesting institutional seven-page message.

"Automotive Age Guarantees You Freedom of Movement" proclaims the final headline . . . "You can live wherever you like." This is due to the versatility and availability of trucks. Trucks make possible suburban shopping centers, decentralized industry and outlying residential areas.

Fittingly enough, the final photograph shows a truck terminal with the caption:

"A busy, bustling truck terminal like this can be seen most anywhere.

HARD-WORKING SCRANTON FEELS LIKE SCAPEGOAT

(Continued from page 20)

"While columns of newspaper and magazine space and considerable broadcast time are being expended by the nation's publications and radio and television stations in publicizing reports of the hearings, conspicuous by its absence in these reports is an accounting of the good things which gave Scranton wide recognition as a friendly city with an excellent and enviable national reputation."

The newspaper then went on to relate some of the honorable and memorable achievements of the city. These included its designation as an "All-American City," the accomplishments of its industrial development program which has resulted in \$4,000,000 being raised in 12 years to build 27 community plants which employ about 10,000 people, its urban renewal and redevelopment program, and its enviable record in respect to turnover of labor and time lost in industry.

"The sum total of the efforts of a united community is represented today in the construction of more than 70 new plants and the expansion of more than 100 others," Chamber of Commerce President O'Connell stated. "The story of this remarkable struggle by the people of a community to help themselves . . . the thousands of men and women who have been provided employment in those plants, and the bright prospects for the future paint a realistic picture of this city."

The grave concern of Scranton-

Why? Because truck transport is the most widespread of all transportation systems. Here are concentrated the raw materials, parts, supplies, and finished products for industry, commerce and agriculture. Here modern trucks and truck-trailers are safety-checked before setting out to serve you. Here is the symbol of American production and consumption—everything you will eat, wear, or use in the next 24 hours . . . and the next . . . and the next."

ians over the nature and form of the Senatorial hearings on a matter with which duly constituted courts of justice had acted some time ago was expressed in telegrams sent to Senator John J. McClellan, chairman of the investigating body. In acknowledgment of these, Chairman McClellan observed at the outset of the hearings that "Scranton is a splendid community and in some aspects is outstanding. . . . These hearings are in no way to be interpreted as reflecting upon the fine community of Scranton or the good people who compose its citizenry."

But this wasn't sufficient to mollify the aroused citizenry. They saw little purpose in "rehashing" old news under a national spotlight when the ends of justice already were being served through courts of law. Consequently, the Chamber of Commerce, the Northeast Pennsylvania Industrial Development Commission, the Lackawanna Industrial Fund Enterprises, and other groups as well as just plain John and Jane Does undertook to counteract unfavorable publicity by telling the "Scranton Story."

They are stressing the community's so-called "Operation Positive Approach" to its many problems in letters to newspapers, magazines, radio and television stations. And their hope is that no more "isolated cases" will be selected to give the public a false impression of the labor and economic situation existing today in Scranton.

CARTOON

REVIEW

THE SCIENCE IV

the blade, then the ear, ~~then~~ then the full grain

CARMACK
CHRISTIAN SCIENCE MONITOR

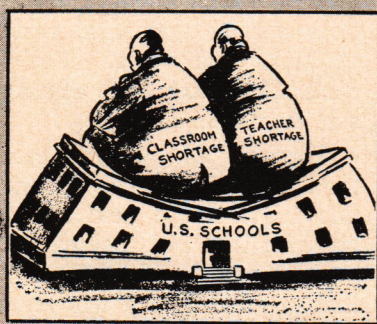
Look Who's on the Mound Again



How are YOU doing?

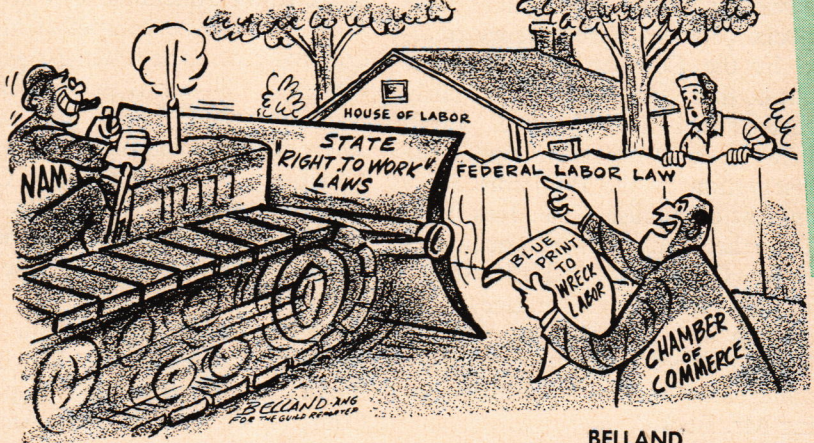


MERGEN
DAYTON DAILY NEWS



Under Pressure

"The Line Cuts Straight Through Here."



BELLAND
GUILD REPORTER

A Senator Speaks

The following is the copy of the Weekly Newsletter prepared and issued by Senator John Marshall Butler, Republican of Maryland. Senator Butler gives his constituents the benefits of his reaction to the recent congressional hearings. Mr. Butler is a member of the Interstate and Foreign Commerce and the Judiciary Committees, two of the most important in the Senate.

WHERE, oh where are the self-styled champions of civil liberties? Not so long ago, "impartial" news analysts and editorial writers, leftist organizations, and others heaped criticism upon Congressional committees with a cry of "legislative abuse of basic freedom" every time a suspected Communist invoked the Fifth Amendment. Why then does not this same legion of the left rush to the defense of Dave Beck of the Teamsters Union? Where are their crocodile tears?

Obviously, these self-proclaimed protectors of civil liberties have purposely muted their usual clatter in the Beck affair. Do they now conclude that Congressional committees have "reformed"? Having previously contended that their special proteges were unfairly treated by the Congress, do they now admit that Mr. Beck was fairly treated? It is to be doubted. From them we hear no refutation of the observation by the *Baltimore Sun's* eminent columnist, C. P. Ives, that: "... the House Un-American Activities Committee and the Senate Internal Security Committee never handled any witness more roughly than the select committee on labor-management rackets has been handling Mr. Beck."

These artificial protectors want nothing to do with the Beck imbroglio for fear that to do so would initiate a re-examination of the Amendment, its interpretations, its application, with the result that it



SENATOR BUTLER

would be unacceptable when used by subversives. Their decision seems based at once on the doctrine that "one can make too much of a good thing," or that "silence is golden."

Chief Judge Magruder of the U. S. Court of Appeals emphasized the need for a full scale re-examination of the Amendment when he said: "Our forefathers, when they wrote this provision (meaning the privilege against self-incrimination) into the Fifth Amendment of the Constitution, had in mind a lot of history which has been largely forgotten today." Actually, the language of the Amendment—"no person . . . shall be compelled in any criminal case to be a witness against himself . . ."—limits the availability of the privilege to *criminal cases*. There is no mention of Congressional inquiries. By Supreme Court interpretation, however, it has been extended to "*any proceeding whatsoever* in which testimony is legally required."

The pseudo-liberals know that to beat the drums for Mr. Beck might be to strain the Supreme Court's interpretation of the Amendment past the breaking point, bringing on a review and re-evaluation of that "largely forgotten" history. No wonder their silence.

JOHN MARSHALL BUTLER,
United States Senator.

Unusual Memorial To Union Pioneer

(Continued from page 19)

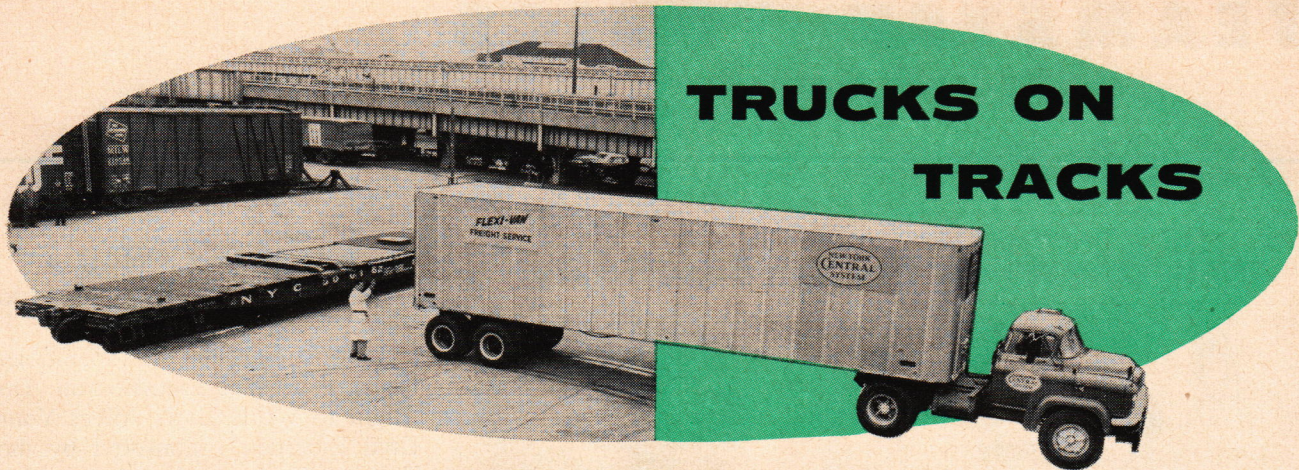
variety of research observations are under way.

Research is in progress on what happens when "alien" or trees from other areas are accidentally introduced into the forest. One scientific writer says, "As an ecological and botanical record, the forest is of incalculable value; as a great laboratory for research in botany, zoology, conservation, watershed control, humus deposition, soil improvement, and fungal growth it is irreplaceable . . . Mettler's Woods is a 'climax' forest. It is a cross-section of nature in equilibrium in which forest trees have developed over a long period of time. The present oaks and other hardwood trees have succeeded other types of trees that went before them. Now these trees, after reaching old age, die and return their substance to the soil and help their replacements to sturdy growth and ripe old ages in turn."

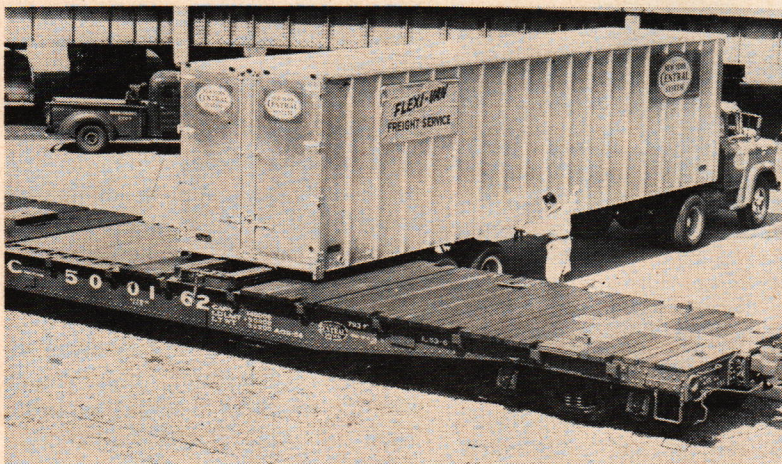
SCIENTISTS STUDY GROWTH

The forest area roughly a mile long and quarter mile in width is near East Millstone, N. J., seven miles west of New Brunswick. Rutgers scientists have an unparalleled opportunity to study the processes of growth and evolution as seen in this natural forest. From these studies may come important answers which will help the world in conservation. Botanists can watch farmland revert to forest land and they can watch mature forests struggle to survive against the onslaughts of herbs and vines. The whole cycle of growth and regeneration can be noted.

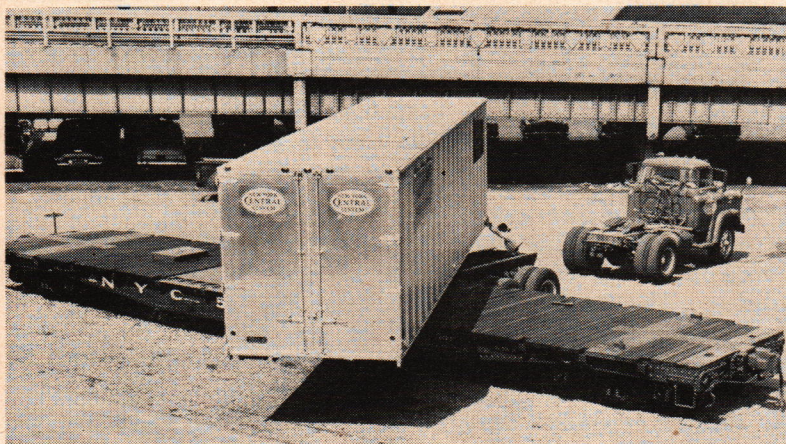
Through this unusual memorial to a labor leader the frontiers of knowledge in the field of forestry, conservation and botany can be pushed back. With the provision that this forest area will remain in its primitive state, the memorial will be an enduring one for centuries to come, surely a tribute of which a great labor union can be proud to have made possible in honoring a leader of nearly two score years.



A refinement of rail piggyback service is the patented Flexi-Van service of the New York Central. In photo above guidance is given driver backing trailer at right angles to modified flatcar waiting on siding.

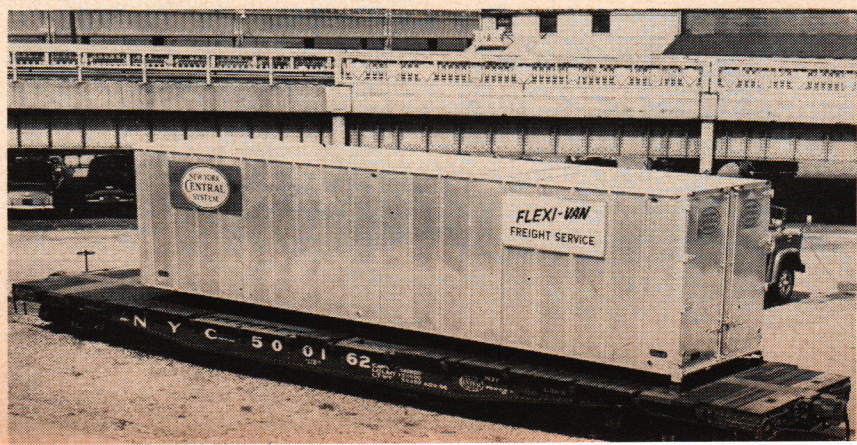


Halfway through loading operation, van slides over lift rack on flat car. Note wheels of trailer have been disconnected from body. In this manner many cars can be loaded at one time instead of singly at ends.



One man can swivel a fully-loaded trailer around on hydraulic jack which lifted it above wheels. After it is turned into position, trailer is dogged down on car.

Right: The finished job, which has been done in four minutes. Claim is that van will have more stability in rail transit.



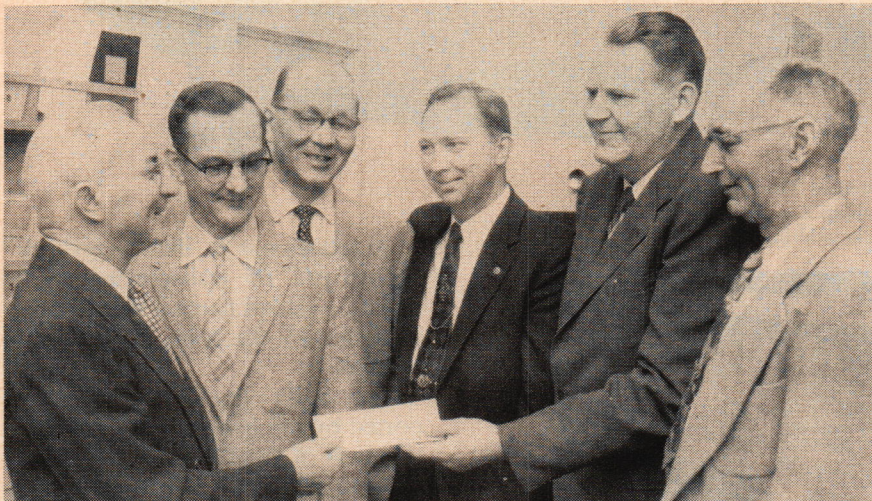
A refinement in the "piggyback" technique of transporting trucks aboard railroad flatcars was recently exhibited by the New York Central railroad.

Previously trucks being transported by rail had to be loaded from the ends of the flatcars. This awkward maneuver was time consuming since the flatcars had to be loaded one at a time. The new system is called Flexi-Van service. The Flexi-Van technique permits one man, usually the truck driver, to back his trailer directly onto the flatcar from the side rather than the end of the car. This new system allows a string of cars to be loaded simultaneously instead of loading one car from the end, coupling it with the next car, loading it, coupling, etc., until the loading operation is completed.

The Flexi-Van service requires only the normal vehicular equipment to perform a car loading. The new system, which can complete the truck-flatcar loading operation in four minutes, will necessitate only minor modifications on conventional flatcars and trailers.

TEAMSTER TOPICS

Milk Driver First Pension Beneficiary



Teamster Phil Mommaerts (extreme left) receives his first check from Chester Curtiss, Local 511 president and secretary of the Pension Trustee Group. Other trustees include (left to right): Local 511 Secretary Leonard Zielsdorf, Landgren Dairy Vice President Carl Landgren, Milk Producers General Manager Harry Flottman, Brother Curtiss and Sunshyne Dairy Secretary Martin Jensen. Mommaerts retires after 29 years of service.

The New Milk Drivers' and Dairy Employees', Local No. 511, Pension Program had its first pensioner in February when Phil Mommaerts accepted a check from the trustees. Mommaerts spent 29 years in the milk industry, 23 of these with the Sunshyne Guernsey Dairy. He is the first beneficiary of this program which was negotiated between Local No. 511 and the Kenosha Milk Dealers in the 1955 contract. One year from date of first contribution by the employers the first check was issued.

Approximately a year of investigation on the part of the Executive Board of Local No. 511 and managers of the various dairies preceded the final adoption of a self-administered plan. Pension programs existing in the industry and those offered by numerous insurance companies were considered. Allyn McCombs, representative of the Seefurth-McGiveran Corporation, actuarial consultants, assisted in preparing this plan, the provisions of

which included the earliest possible claims for retirees and a minimum of operating cost—very vital factors to a small union. This Pension Plan was approved by the United States Bureau of Internal Revenue in a record time of three days.

Under the program, workers in the local milk industry, when they reach 65, receive in addition to social security \$1.04 per month for every year they worked prior to the end of 1956 and \$1.56 per month for all succeeding years. They may retire at 60 if they so desire but at a reduced rate. The pension program is estimated to be worth the equivalent of five cents an hour, paid entirely by the employers. The Board of Trustees includes three members from the Union and three from the Milk Dealers. They are: Carl Landgren, Landgren's Dairy; Harry Flottman, Milk Producers' Association; Martin Jensen, Sunshyne Guernsey Dairy. Trustees from Local 511 are: Chester Curtiss, Leonard Zielsdorf, and George Manson.

'Wreck' Law Critique

"Beware the Quirk in 'Right to Work'."

This is the title of a pamphlet based on a panel discussion on "Do 'Right to Work' Laws Affect Your Civil Liberties," sponsored by the Toledo Chapter, American Civil Liberties Union.

Victor Ullman, a free-lance writer, attempted to summarize the panel discussion of two proponents of "work" laws and two opponents in the pamphlet.

"This panel was wisely selected by the Civil Liberties Union because each individual has a distinctive background of effort in accord with the point of view expressed by him," writes Ullman.

"Only the audience was unpredictable and its stormy reaction indicates a frustration, not so much with the speakers as with the phrase 'right to work.' The slogan so completely misleads the mind in evaluating the intent of such laws that it constitutes a block to orderly thought on the question. Like most successful slogans, it poses an abstraction which is almost another commandment, like the 'right to marriage' or 'the right to privacy' or 'right to sleep.' It's as nonsensical as that. . . .

"We have a right to marriage but not without certain restrictions where one of the parties involved is a minor. We defend our right to privacy but agree to its violation when a search warrant is issued by the court. We have a right to sleep but not at the wheel of an automobile."

The four panelists were Dan McCullough, a well-known criminal lawyer, Dave Molthroppe, free-lance worker for "work" laws and industry groups for "right to work," Lawrence Steinberg, Toledo Teamster official, and State Sen. Frank W. King.

When all the discussion was completed this was Victor Ullman's conclusion: "The only possible conclusion is that 'right to work' legislation is the new attack on collective bargaining. It follows on the historic heels of 'criminal conspiracy' and 'restraint of trade'." It is the new language for an old, old conflict, cleverly conceived and remarkably effective.

"The problem is really simple. Workers throughout the country have repeatedly signified that they wish the protection of collective bargaining. Employers grouped in their own unions have signified, equally clearly, they wish to eliminate collective bargaining."

"At this writing nine more states have had 'right to work' legislation introduced in their legislatures and the citizens of each of these states are still confused."

"The paramount lesson from the Toledo debate is a rejection of the slogan itself and the facing of the real issue."

Over 3 Million Miles Without an Accident



Claude Bopp has driven the equivalent of 100,000 safe-driving miles for every year of his 33 years as a truck driver. Bopp recently completed 3,300,000 miles without a chargeable accident. A member of Local 600, Brother Bopp's first truck was a Model "T" which he used on a milk run from Sandoval to Vandalia, Ill. The winner of numerous safety awards, Bopp says that there is only one thing that frightens him: "A drunken driver." His home is in St. Louis, Mo.

"Do you wish to continue collective bargaining as it has developed through our history? Or do you

wish to restore the individual bargaining of prior generations? That's all there is to it and it has nothing to do with 'right to work'."

Teamsters Present Mural to VA Hospital



Members of Neer-Gourdie Teamsters Post 846, American Legion, pose before a mural they presented to a Chicago Veterans Administration Research Hospital recently. Joseph Evans (foreground), creator of the mural and a patient at the hospital, beams happily before his handiwork entitled "The Show Must Go On." The mural was accepted by Harry Thompson, special service officer of the hospital on behalf of the patients and formally presented by Commander Edward Adams of Post 846. Left to right—Stephen Jarolin, Local 743, past commander; Nick Bouzios, Local 744, adjutant; Cal Seban, vice-commander, Local 744; Edward Adams, Local 705, commander; Harry Thompson; Clarence Leonard, Local 724, past commander; Mickey Heintzelman, Local 744, past commander; John Bray, Jr., Local 704, first junior vice-commander and Wayne Sleezer, Local 714, assistant finance officer. Special fluorescent paint was the medium used on the mural.

Teamster Wife Says . . .

One truck driver knows that he will have a sympathetic hearing when he arrives home late for dinner after a long haul.

The wife of Brother G. F. Cleveland, Local 699, recently wrote telling how the lot of a trucker is not always a happy one, but they always seem to "make the best of things."

"Bucking uncertain roads and highways in all kinds of weather plus unexpected breakdowns is not a pleasant experience," the Washington state housewife writes. "But, they are a wonderful group and always ready to help others when in trouble."

Mrs. Cleveland believes her husband and all other truckers like him are a lesson to motorists the country over because of their safe driving records, courtesy and dedication to saving lives on the highway.

Brother Cleveland and his wife have been happily married for 28 years and, she adds: "I've learned plenty about trucks and truckers over the years."

Truck Accidents Declining

Labor-management cooperation was credited with contributing toward the sharp reduction in fatal accidents involving trucks during the first nine months of 1956.

The Interstate Commerce Commission reported a 14 per cent decrease in fatal accidents and a 21 per cent decrease in traffic deaths in accidents involving trucks during the first nine months of 1956. The statistics embrace all accidents in which highway trucks figured, regardless of whether the truck was a causative factor. Over the same period, accidents in all motor vehicle deaths showed an increase of 8 per cent.

The American Trucking Associations cited its annual National Truck Rodeo as one of the factors in its balanced safety program that contributed materially toward a strong safety record among the nation's truckers. Teamster members (see December TEAMSTER) walked off with the awards in all three events at last year's Rodeo.

"Wreck" Law Voided

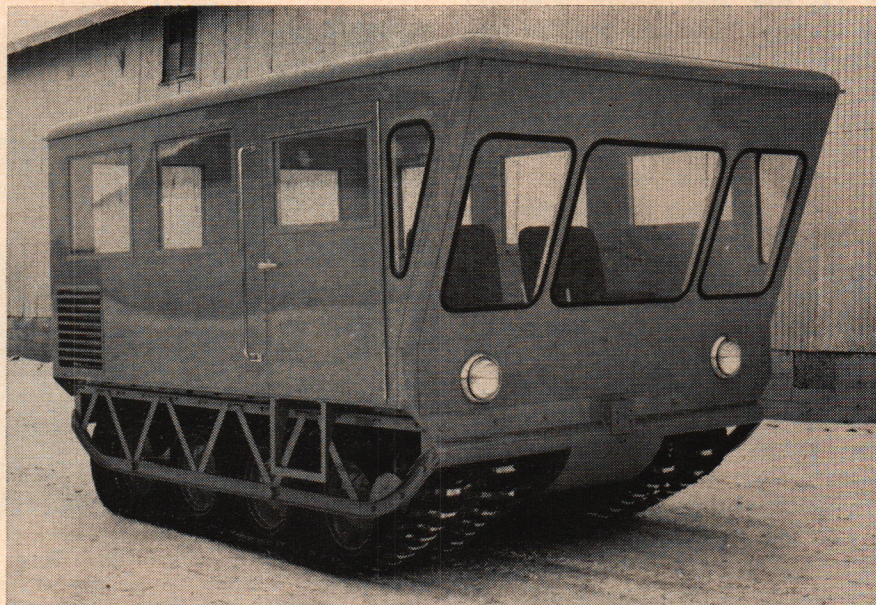
To California goes the dubious honor of having a city which has sought to pass a so-called right-to-work ordinance.

Palm Springs, the swanky resort town, last fall passed an ordinance which would have been almost fatal to labor union activities. Unions sought to have the ordinance invalidated and recently a superior court judge upheld an injunction which will prevent enforcement of the new regulation.

The antiunion ordinance was aimed at the Culinary Workers, but would have had the effect of damaging the efforts of all unions. Labor unions sought to have the law invalidated on the grounds that it was unconstitutional and would have subjected peaceful pickets to imprisonment. Another injunction suit was brought, however, on different grounds. The new suit claimed that the ordinance was an invasion of a state area of jurisdiction.

Superior Judge Hilton McCabe upheld the injunction on the grounds that Palm Springs did not have the right to pass right-to-work legislation because it violates a state labor code protecting rights of workers to

Mobile Unit Manufactured By IBT Members



This strange looking vehicle is not what Eskimo workers use to travel back and forth from work, but it is probably the envy of all Far North natives. Designed and manufactured by a Wisconsin custom truck manufacturer and members of Teamster Local 75, the vehicle is used to test instruments under actual Arctic weather conditions for future use in the Army's "snowmobile," an all-weather vehicle. Vehicle's interior is soundproof.

The peculiar-shaped vehicle above resembling a pint-sized railway observation car on tractor treads is made by Local 75 members at the Olson Trailer & Body Builders Company, Green Bay, Wis.

The all-aluminum "snowmobile" was constructed by Olson for the United States Army for use in extremely cold latitudes. The machine is designed to operate efficiently under all weather conditions including, snow, ice and permafrost. The vehicle is self-propelled and rides on two wide caterpillar tractor treads. The fully insulated, enclosed cab has 13 thermoplane windows allowing full visibility on all sides.

Perforated aluminum is used throughout the cab's interior for

acoustical purposes. The cab has three hydraulic seats with room for a fourth. The seats are designed for utmost comfort for the engineers conducting experimental tests on the vehicles. The vehicle will house the necessary electronic equipment which will measure track slippage, power devices and other factors in vehicles being tested. It will be used primarily for testing of Army snowmobiles. . . .

The Olson Company, a custom truck manufacturing company, presently employs nearly 60 workers and is covered by a union shop agreement with members of Teamsters Local 75 Drivers, Warehouse & Dairy Employees.

organize and bargain collectively. He also ruled that the ordinance violated federal law.

Labor had united in an effort to have the law invalidated and Joint Council 42, Los Angeles, had contributed money to the drive waged to fight the ordinance. Teamster Thomas Pitts, president of the California State Federation of Labor, had warned that this ordinance was part of the right-to-work drive under way by antilabor forces in the state.

Hero Award Approved

The Senate Interstate Commerce Committee last month placed its stamp of approval on a bill (S. 1463) that will reward heroes of highway accidents (see April Teamster Topics).

The bill originally proposed to award only heroes of highway accidents involving trucks. The American Trucking Associations, however, recommended the change to include heroes of all highway accidents.

WHAT'S NEW?

Versatile Character of New Masking Tape

Neither wet, dry nor oily conditions disturb the positive adhesion featured in a new brand of masking tape that also works under any working conditions, according to the distributor. Available in a variety of sizes, styles and colors, the tape goes on with a touch yet strips clean to eliminate costly clean-up work when the paint job is finished.

Speed and Versatility Of Plug Gapping Tool

Designed for the new longer reach sparkplug as well as regular 18mm plugs is a new gapping tool with a larger yoke and throat to handle plug without touching the porcelain and throwing the central alignment off. According to the product's manufacturer, a full set of eight plugs can be gauged and gapped in less than a minute. The steps include selection of the proper gauge, opening the plug on the special lip provided, slipping the electrodes over the gage plate and giving several light squeezes of the handles.

New Lock Simplifies Cargo Tie-Downs

For cargo tie-downs or other rope applications, there is a new lock being marketed that eliminates the need for tying and untying troublesome rope knots. Designed for use with $\frac{3}{8}$ -inch rope, either manila or nylon, the tension is automatically locked at whatever maximum pull is exerted, with no slackening or backlash, according to the manufacturer. This quick, easy method of securing almost any type of load provides strength of 1,000 pounds with nylon and 700 pounds with manila rope. By pressing down on the cam, the only moving part, the load can be instantly released and

there are no springs or artificial mechanisms used, as the force exerted by the rope sets the cam.

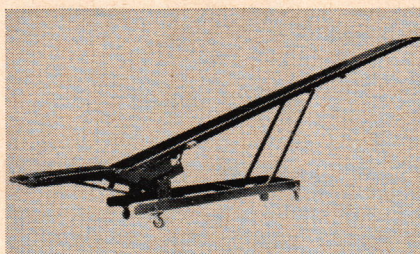
Adaptability, Safety of Sliding Fifth Wheel

With a new and adaptable type of mounting for the fifth wheel, adjustments up to 6 feet are permitted, and the unit can be changed readily to accommodate various type trailers with different lengths and kingpin settings. The unit prevents slack between truck and trailer, and guards against coupling failures and the slide rails serve as reinforcing members to the frame. The heights of the units are $9\frac{1}{2}$, 11 or 13 inches. The weight distribution is said to be speedily adjusted to meet requirements of state and regional laws and the units are shipped assembled and ready for installation.

New Body Tool With Safety Feature

A Rochester merchandising concern is presenting a new body shop tool that aligns, holds, pulls, pushes and springs fenders, hoods, grills, doors, bumpers, panels and other body parts. The tool consists of a steel bar, link chain, hood and pressure plate combined with a cast aluminum carrier. An added safety feature is incorporated in the fact that the first link of the chain—a lap-link—eases out beyond one ton of pressure.

Portable Conveyor Belt Is Self-Elevating



A portable belt conveyor equipped with a self-powered elevating device is being introduced from Ohio. A single-lever control adjusts the angle from horizontal to 45 degrees and a powered screw automatically locks the conveyor at the desired angle.

Available as standard equipment on 20- and 22-foot length models, the lever controls a clutch mechanism which raises the unit when the belt moves in a forward position and lowers it when belt is reversed. The 14-inch wide three-ply duck, rubber rough-top belt will handle items up to 30 degrees. For 30- to 45-degree operation cleats are supplied at no extra charge.

The conveyor has an extra long overhang on the conveyor bed enabling the upper end of the conveyor to be moved well into a truck, over a low balcony, or through a window. This is achieved through a carefully designed pivot point which insures complete balance even when the load is concentrated at the upper end. Capacity is 150 pounds per package or 300 pounds fully distributed.

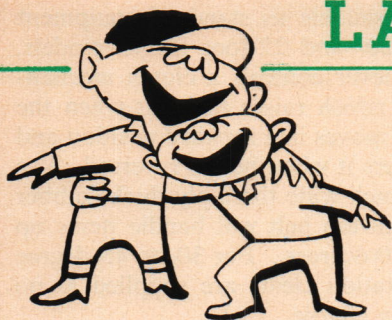
The conveyor also is available in 10, 12, 14, and 16-foot lengths. On these shorter units, the self-powered elevating device is optional. Motors on the 10 to 16-foot units are $\frac{3}{4}$ H.P. and 1 H.P. for the 20-and 22-foot units. They are 115/230 volt, 60 cycle, single phase. A 20-foot power-cord is supplied.

The conveyor's frame is a steel reinforced box channel boom. All moving parts are enclosed. The main drive pulley is eight inches in diameter.

Elevated discharge heights range from eight feet, one inch for the ten-foot unit, to 12 feet, seven inches for the 22-foot unit.

Describes Performance Of Metal Cutting Tool

Cutting up to 55 inches per minute through 10-gauge stainless steel without distortion on either side of the cut and leaving the edges ready for fabricating, is performance claimed by the Philadelphia distributor and manufacturer of a new pneumatic metal cutting tool. Weighing 13 pounds and measuring 13 inches in length, the unit has a frame of cast aluminum. The only rotating parts are antifriction bearing and other features include hardened precision-cut gears, and push-button air valve attachment.



LAUGH LOAD

Perfect Reply

In a swank photography studio a society matron was looking at a new picture she'd had taken. "Why, that picture's an outrage!" she stormed. "Now I ask you, does it look like me?"

The suave photographer was flustered for a moment, but quickly regained his composure. "Madam," he said, bowing slightly, "the answer is in the negative."



Drop Dead

At a wedding reception in Charlotte, N. C., a friend of the groom decided to find out whether anyone in the receiving line knew what the hundreds of people filing past were saying. As he moved along, he purred, "My grandmother just died today."

"How nice!" "Thank you so much!" "How sweet of you to say so!" were the responses to his announcement. No one had the slightest idea what he said, least of all the groom, who exclaimed jovially, "It's about time you took the same step, old man!"



Immediate Action

A traveling salesman, held up in the Orkney Islands by a bad storm, telegraphed to his firm in Aberdeen: "Marooned by storm. Wire instructions."

The reply came: "Start summer vacation as of yesterday."



His Mistake

A new member of a certain government bureau made life miserable for his associates by pretending to absolute infallibility. One day, however, he startled his co-workers by admitting that once he had been wrong.

"You wrong?" exclaimed one of his listeners.

"Yes," replied the infallible man. "Once I thought I was wrong when I wasn't."



Newer Model

The sweet young thing was upset when her boy friend did not help her into his car. "Where," she asked, "is your chivalry?"

And the young man said, "Didn't you notice? I traded it in for a Buick."

Prayer

During evening devotions in a boys' summer camp, a counselor was startled to hear this prayer from a 12-year-old:

"O God, we thank Thee for every blessing. We are grateful for the birds and the bees and the flowers—they mean so much to those who teach us about them. Amen."



One of Those Days

A railroad engineer got up on the wrong side of the bed one morning. The water for his shower was cold. His shoelace broke. At breakfast his toast was burned. His car wouldn't start and he had to take a taxi to the yards. He was late, so when he started his train he speeded it up to 90 miles an hour. Just as he swung around a curve, he saw another train coming straight at him—and on the same track. He heaved a big sigh and, turning to the fireman, said, "Did you ever have one of those days when just everything goes wrong?"



Don't Worry

On a crowded streetcar, a passenger apologetically handed the conductor a five-dollar bill, saying, "I'm afraid I haven't a nickel."

"Don't worry," the conductor assured him grimly. "In a minute you'll have 99."



Wrong Guy

It was a cold November day and the football stadium was jammed. High up in the stands an alumnus, more than slightly inebriated, kept standing up and calling, "Hey, Gus," and each time a man down in the third row would ceremoniously stand up and doff his hat.

After many calls of "Hey, Gus," the gentleman in the third row shouted in a thick voice, "Now quit yelling at me! I'm tired of standing up, and besides my name ain't Gus."



Who's Who?

An old farmer and his wife were in the big city on their first visit and were in the great art gallery where some of the world's greatest paintings hung. They came to one great picture which portrayed a lovely young woman astride a fine horse. The title of the picture was "Beauty and the Beast."

"It says it's called 'Beauty an' the Beast,'" said the wife after putting on her glasses to read the title.

"Uh huh," grunted the old man. "An' that there hawss is sure enough a beauty, too!"

With a Toothpick

A man returned to his office one Monday morning showing signs of a very strenuous week-end. One of his good friends found him hunched over his desk with his head buried in his arms.

"What in heaven's name have you been doing?" asked the friend.

"Fishing through the ice," groaned the sufferer.

"Fishing through the ice! For what?"

"Cherries," was the answer.



Through Channels

Boss: "Jones, I understand you've been going over my head."

Jones (meekly): "Not that I know of, sir."

Boss: "Isn't it true that you've been praying for a raise?"



No Telling

A lady in our town who may be best described as a perpetual talker was asked by one of her long-suffering neighbors if she ever thought about what she was going to say before saying it. "Why, no," said the lady solemnly. "How on earth could I know what I think about a thing until I've heard what I have to say on the subject?"



Use Your Head

Looking into the future is what a little gal ain't doing when she falls off porches, out of trees, etc., and gets her knees all scarred up.



You'll Love It

An American tourist in Switzerland was somewhat disturbed by the esthetic enthusiasm of a local guide who took him mountain climbing. "Be especially careful not to fall here," the guide warned him, "because this is a mighty dangerous place. But if you do fall, remember to look to the right. The view is extraordinary."



Skin You Love to Touch

A lovelorn porcupine was taking an evening stroll when he bumped into a cactus.

"Is that you, dear?" he whispered.



Yuk! Yuk!

Explorer (just back from Africa): "I brought back six tigers, two leopards and a potfer."

Friend: "What's a potfer?"

Explorer: "To cook the meat in."

FIFTY YEARS AGO

in Our Magazine



(From *Teamsters' Magazine*, May, 1907)

While Others Prattle

Sentiment against child labor was running high during this period of development in our country. Many were talking about remedying this loathsome situation but little was being done.

One man, N. O. Nelson, a millionaire manufacturer from St. Louis, was commended as an exception to this general aura of apathy concerning the employ of our little ones.

Mr. Nelson had made the following proposition to the women's clubs of St. Louis: He offered to pay one-half the amount the children under fourteen years of age would receive if they worked, if the clubs would pay the other half.

At the time of the offer, Mr. Nelson had already instigated on his own a plan whereby he checked every application made to the St. Louis truant officer for permits for children under 14 to work in shops and factories. After screening these cases, Mr. Nelson offered the children a weekly wage equivalent to their earnings as if employed by "capitalist co-operative greed." The only condition for this latter-day guaranteed annual wage was one requiring the children accepting his plan to attend school regularly.

The writer of this article had high

praise for Mr. Nelson's benevolent attitude toward those oppressed children of his day and further commended the gentleman for his progressive and practical views towards labor.

In 1886, the article points out as an illustration of the philanthropic attitude of the late Mr. Nelson, he instituted a complete and workable plan of profit sharing in his large plant manufacturing plumbers' and steamfitters' supplies. In 1902 he opened the famous "consumptive camp" for TB sufferers on a desert ranch in California. The following year he opened an industrial school at Le Claire, Ill.

The article concludes that "here is one man who does things while the rest of us talk a great deal. Thus let us herald the news of all good deeds, and let the world know the benefactors of our loved but much oppressed child slaves."

On Scabs

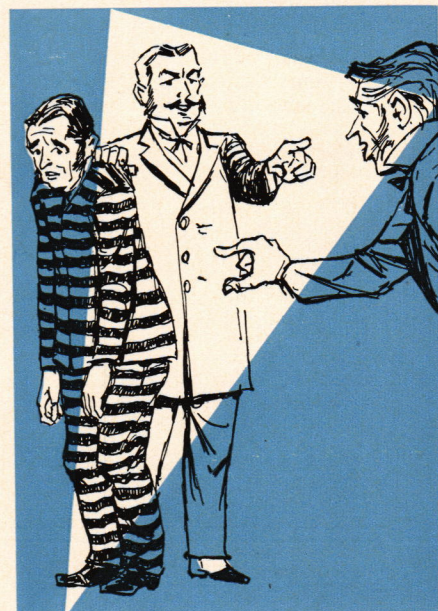
A contributor philosophizes about the intelligence or lack of same in those workers who refuse or hesitate to join a labor union:

"It is absolutely inconceivable how an intelligent workingman who keeps abreast with the times and studies modern industrial conditions can possibly remain outside the fold of his particular craft, if that craft be organized. If a man is so sorely lacking in intelligence as not to be able to realize his utter insignificance as an individual when brought face-to-face with the great forces of organized capital, he cannot think for himself and must be left as a mere tool in the hands of his organized employers. But if a man understands the labor question he knows the beneficial results of organization; and if he remains neutral he is simply taking his stand in order to secure the benefits without contributing to the support of organized labor."

Friend of the Poor

Since this is the month of May—a month when Christians the world over celebrate the Feast of the Resurrection on Easter Sunday—we might well pause and consider an item by the Rev. Charles Stelzle in the May, 1907, *TEAMSTER*.

Rev. Stelzle was asked during a public meeting if he thought the Son of Man would become a member of the Carpenters' Union were He on earth today.



The preacher was a little skeptical about speculating on the matter since "any man's opinion on this subject is as good as mine."

However, the preacher did venture that Christ was a member of the Carpenter's Guild of His day, which was the nearest approach to the forms of organized labor in this generation.


Rev. Stelzle also believed that if Christ would again walk the earth as he did over 2,000 years ago and preach in defense of the poor and the dispossessed He would be immediately taunted as a "labor agitator" by many of his critics.

A Test of Loyalty

The late Thomas Coldwell, inventor of the lawn mower, was noted for his charity. A citizen of his home town stole some money and he was bitterly attacked by the townspeople. But Mr. Coldwell stood by him and to a certain man who was maligning him he said one day: "You, I see are, a fair-weather friend, George. Well, you are not singular there. Most friends are like you. There as a man who said to a convict: 'Always do right and your friends will stand by you.'

"'Yes,' the convict answered bitterly, 'but the time a man needs friends to stand by him is when he does wrong.'"





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